URBAN/MUNICIPAL
CA4 ON HBL A05
C51T6
1992

January
1992

Agendas/minutes of the
Transport and Environment
Committee of Council

URBAN/MUNICIPAL
CA4 ON HBL A05
C51 T6

TION OF THE CITY OF HAMILTON

eet West, Hamilton, Ontario L8N 3T4

URBAN MUNICIPAL
JAN 6 1992
GOVERNMENT DOCUMENTS

The Urban Municipal Collection
2nd Floor
Hamilton Public Library

1992 January 6

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, January 6, 1992
9:30 o'clock a.m.
Room 233, City Hall

Tina Agnello, Secretary
Transport and Environment Committee

AGENDA:

DELEGATIONS:

A. 10:15 a.m. Greenhill Avenue between Vienna Street and Pavarotti Court - Parking Prohibition

B. 10:30 Intersection Control - Greenhill and Monte Drive and Greenhill Avenue and Summercrest Drive (previously tabled)

1. **CONSENT AGENDA**

2. **DIRECTOR OF PUBLIC WORKS**

2.1 Construction of an independent concrete sidewalk on the east side of Upper Paradise adjacent to St. Thomas More School, 1045 Upper Paradise Road

2.2 1992 Capital Budget - Hamilton Hydro Street Light Construction Programme

2.3 1992 Proposed Road and Sidewalk Capital Improvement Programme

2.4 Capital Projects, Public Works Department - Streets and Sanitation Division 1992-1996

2.5 1992 to 1996 Public Works Capital Budget

2.6 Acting Director of Public Works - Mr. D. Lobo

2.7 Residential Boulevard Parking - 174 Market Street

3. **COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES:**

3.1 Transfer from PCB Waste Storage Site No. 301-89A-003 (55 Goldthorne Ave. Etobicoke) to Site No. 201-85A-049 (1632 Burlington Street, Hamilton)

3.2 Pat's Disposal Service Limited Application for a Certificate of Approval for a Waste Disposal Site (Processing)

3.3 1992/1996 Capital Budget - Transportation Services

4. **DIRECTOR OF TRAFFIC SERVICES:**

4.1 Napier Street between Ray Street North and Queen Street North - Parking Regulation

4.2 Congress Crescent and Rouge Hill Court - Intersection Control

4.3 Dundonald & Rosedale and Dundonald & Cochrane - Intersection Control

4.4 Bowman Street and Sussex Street - Intersection Control

4.5 Herkimer and Kent - Intersection Control

4.6 **Request for School Crossing Guard**

(i) Easterly intersection of Bendamere Avenue and Columbia Drive

(ii) Intersection of Kenilworth Avenue and Monterey Avenue

(iii) Intersection of Sanatorium Road and Rice Avenue

(iv) Intersection of Main Street West and Whitney Avenue

(v) Intersection of Burlington Street East at Hillyard Street

4.7 Truck Traffic on Lloyd Street

4.8 Intersection of Queen Street and Aberdeen Avenue

4.9 Rightsizing of Parking Meter collection and maintenance services

4.10 Reorganization of the School Crossing Guard Section of the Traffic Department

4.11 1992/1996 Capital Budget Program - Traffic Department

5. **OTHER BUSINESS**

6. **ADJOURNMENT**

TRANSPORT AND ENVIRONMENT COMMITTEE

OUTSTANDING ITEMS

	ITEM	ORIGINAL DATE	ACTION	STATUS
1.	Crescent Oil Company of Canada Confidential Land Use	March 18, 1991	Ald. V. Agro	Tabled
2.	Closure of E/W alley South of King St. E. between John & Catharine Streets	July 22, 1991	Mr. G. Aston	Tabled
3.	Parking Regulations - Albany Avenue between Kenilworth Avenue North & Robins Avenue	October 21, 1991	Alderman D. Wilson	Tabled

November 18, 1991

T. Agnello
Secretary

A.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 October 9

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Greenhill Avenue between Vienna Street and Pavarotti Court - Parking Prohibition. (TEC-229-91)

RECOMMENDATION:

That no action be taken on the request to allow parking on Greenhill Avenue between Vienna Street and Pavarotti Court.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

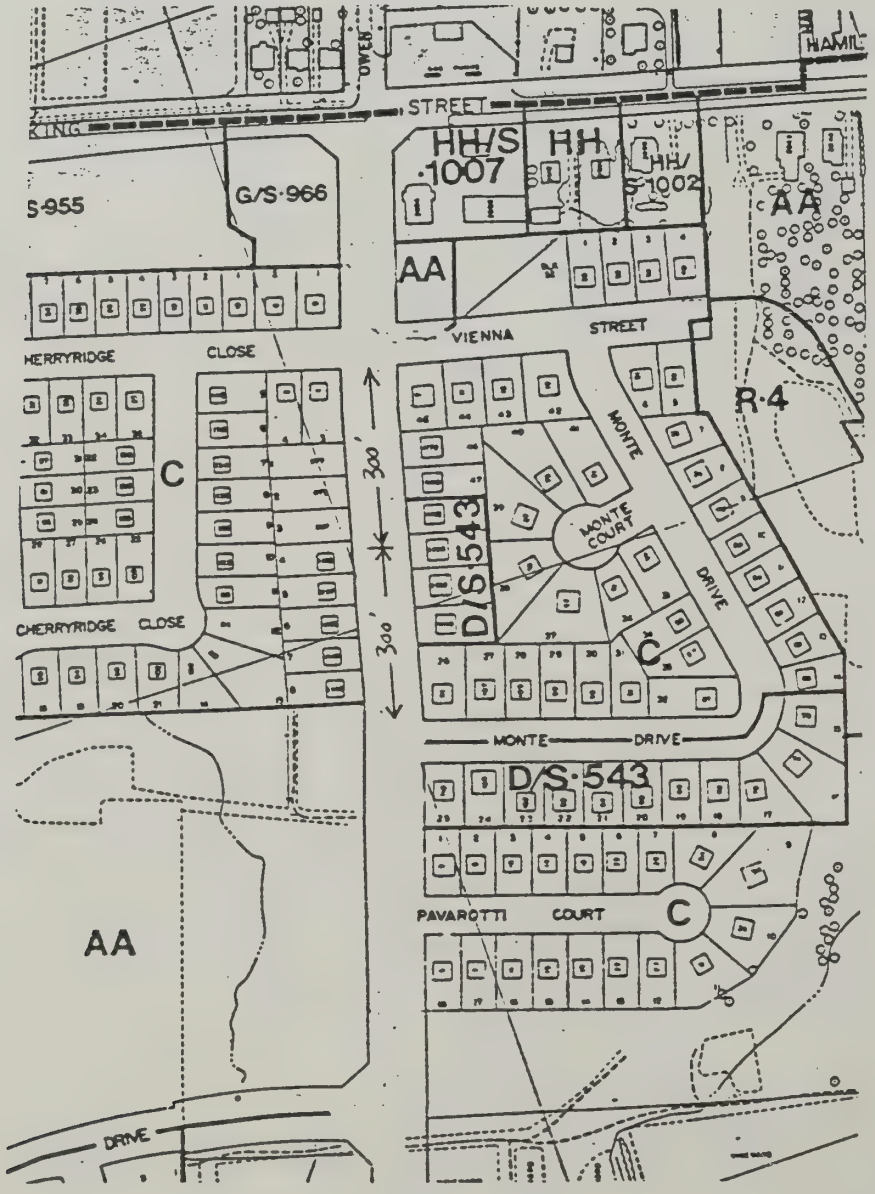
BACKGROUND:

Alderman Dominic Agostino has asked the Traffic Department to investigate and report to the Transport and Environment Committee respecting the feasibility of allowing parking after 6:00 p.m., Monday to Friday and on weekends on Greenhill Avenue between Vienna Street and Pavarotti Court.

Greenhill Avenue is an arterial street which is vital to the proper accessibility to three residential neighbourhoods, and carries approximately 6800 vehicles per day. While parking is allowed during non-rush hours on Greenhill to the south of the railway tracks, the Traffic Department does not support allowing additional parking on Greenhill, and the principle reason is related to safety.

It has been found that the removal of parking from arterial streets reduces the collision rate by 30 to 40% and this is especially important for pedestrian crossings. When parking is permitted, pedestrians and particularly children, tend to step out or run out from between parked vehicles and to be involved in collisions with motor vehicles. Thus, allowing parking on this section of Greenhill would be counter-productive in terms of safety to motorists and pedestrians alike and the Traffic Department cannot support this request.

All of the 14 residential properties fronting on Greenhill between Vienna and Pavarotti have driveways which can accommodate several vehicles (4 driveways have 4 spaces, and 10 driveways have 5 spaces). Many of these driveways could be widened to provide additional off-street spaces. Thus, the off-street parking presently provided on the residential properties is adequate for single family parking and the only overflow which might occur would be visitor parking from time to time. Parking is allowed on the adjacent residential streets, and as shown below, the <u>maximum</u> walking distance to convenient side street parking would be only 300 feet. Therefore, while parking on Greenhill would be more convenient, the area residents should not be experiencing any parking difficulties whatsoever, and for safety reasons it is recommended that the existing parking prohibition be retained.



B.

recommendation approved by City Council at T+E Mtg of Sept 16/91.

"E" Delegation at T+E Mtg Sept 30 Tabled

T+E Oct 21/91 Further Tabled

CITY OF HAMILTON

- RECOMMENDATION -

SEP 06 '91

DATE: 1991 August 14

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersections of Greenhill Avenue and Monte Drive and Greenhill Avenue and Summercrest Drive - Intersection Control. [TEC-178-91]

RECOMMENDATION:

That in accordance with the intent of the Official Plan and the accessibility needs of the Vincent, Gershome and Redhill Neighbourhoods, no additional stop signs be installed on Greenhill Avenue at this time.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The installation of stop signs at the two locations specified would result in increased motor vehicle operating costs in the order of $120,000 per year.

BACKGROUND:

Alderman Dominic Agostino has requested that three-way stop control be implemented at the intersections of Greenhill and Monte and Greenhill and Summercrest.

Attached for the Committee's information are copies of reports TEC-200-89 and TEC-200A-89 respecting requests for stop signs on Greenhill Avenue. For the reasons outlined in these reports, the Traffic Department recommended that "no additional stop signs be installed on Greenhill Avenue at this time", and this recommendation was approved by the Transport and Environment Committee in October 1989. The Traffic Department's position respecting this matter has not changed.

Attach.


KING
G/S-955
G/S-966
HH/S-1007
HH
HH/S-1002
AA
HH
G-3
VIENNA STREET
CHERRYRIDGE CLOSE
CHERRYRIDGE CLOSE
C
A
GREENHILL AVENUE
D/S-543
MONTE COURT
MONTE DRIVE
R-4
RT-10
SOUTH HAMILTON CITY LIMITS
PARKWAY
D/S-543
PAVAROTTI COURT
C
R-4
A
AA
DRIVE
CHERT
C/S-965
AVENUE
NATIONAL AVENUE
ELLEN
C/S-965
DRIVE
CENTENNIAL
WEBSTER
ROAD
HIGHWAY No. 20
TORONTO HAMILTON & BUFFALO RAILWAY
TORONTO HAMILTON AND BUFFALO RAILWAY
CITY LIMITS
HAMILTON
D/S-176
SITE PLAN CONTROL BY-LAW NO 83-104
DE
SUMMERCREST DRIVE
CRESCENT
TARA COURT
CRESCENT
SUMMERCREST DRIVE
MARCELLA
GREENHILL AVENUE
ST. STEVEN ST
B-1
MOUNTAIN BROW
LIMITS

B.

CORPORATION OF THE CITY OF HAMILTON

MEMORANDUM

****

TO: Alderman D. Agostino
Ward 5

YOUR FILE:

FROM: Ms. T. Agnello, Secretary
Transport and Environment Committee

OUR FILE:
PHONE: 546-2729

SUBJECT: **Delegation Regarding Intersections of Greenhill Avenue & Monte Drive and Greenhill Avenue & Summercrest Drive - Intersection Control**

DATE: 1991 October 9

Please be advised that the above noted delegation has been tabled to the Transport and Environment Committee meeting of October 21, 1991.

cc: Alderman H. Merling
M. Main, Director of Traffic Services, Traffic Department

1.

TRANSPORT AND ENVIRONMENT COMMITTEE

MONDAY, 1992 JANUARY 6

URBAN MUNICIPAL
GOV DOCUMENTS

CONSENT AGENDA

A. ADOPTION OF THE MINUTES

Minutes of the meeting held Monday, October 21, 1991

B. CITY SOLICITOR

(i) Amendment to By-law No. 86-77 - Service Club signs on Highways

(ii) Repeal of By-law 91-095, a by-law to expropriate 837 West 5th Street

(iii) By-law to authorize the construction of local improvements of concrete sidewalk on the north side of Concession Street from Belvidere Avenue to approximately 99m easterly - $11,900.00

(iv) By-law to authorize the construction of local improvements of concrete sidewalks on both sides of Upper Ottawa Street between Stone Church Road and Rymal Road - $175,910.00

(v) By-law to authorize additional expenditures for the construction of local improvements of concrete sidewalks on Stone Church West - $9,230.00

(vi) By-law to authorize additional expenditure for the construction of local improvements of concrete sidewalks on the east side of Sanatorium Road between Scenic Drive and Bendamere Avenue - $5,110.00

(vii) By-law to authorize additional expenditure for the cost of local improvements of concrete sidewalks on the south side of Mohawk Road West from Upper Horning to the West City limits

(viii) By-law to authorize additional expenditure for the construction of local improvements of concrete sidewalks on the south side of Barton Street from Kenora Avenue to Centennial Parkway - $5,960.00

C. **DIRECTOR OF PROPERTY**

(i) Sale to Lockwood Motors Limited of One Half of the Alleyway Running North/South from Cannon Street East to Kelly Street between Ferguson Avenue and Elgin Street

(ii) Sale of One Foot Reserve - Acadia Drive to 603976 Ontario Limited

(iii) Purchase of Land required for the Extension of Forbes Street from Berardo DiVincenzo, Luigi DiVincenzo and Gianfranco Testa - Part of Property at 11 Forbes Street

D. **MANAGER OF PURCHASING**

(i) Supply and Delivery of Office Furniture, Traffic Operations Centre

(ii) Supply and Delivery of Reflective Sheeting During 1992

(iii) Canadian Corps of Commissionaires Parking Enforcement Services for 1992, Traffic Department

(iv) Extension of Purchase orders - Sodium chloride and treated sand

(v) Extension of Labour and Equipment rental for snow removal

E. **COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES**

(i) Concrete Sidewalk Construction Limit Revision on Sorrento Place

(ii) Proposed Walkway Closure Lisgar Neighbourhood Between Larch Street and Northgate Drive

(iii) Temporary Change of Depew Street between Burlington Street and Gertrude Street from Two-Way to One-Way South on Sunday, December 15, 1991 (Annual Christmas Party)

(iv) Incorporating certain City lands into various streets by By-law

(v) Rescind approval to Close the Unassumed North/South Alleyway from Brucedale Avenue and Fennell Avenue between East 25th and East 26th Streets

(vi) Rescind approval to Close the Unassumed North/South Alleyway West of East 16th Street between Inverness Avenue and Thayer Avenue, Inch Park Neighbourhood

(vii) Rescind approval to Close the Unassumed North/South Alleyway South of Dunsmure Between Melrose and Prospect

(viii) 1991 Servicing Expenditures Related to Subdivision - Gagliano Gardens

(ix) Revision of Annual Charges for Overweight Permits

(x) Annual Overload Permit - Muscillo Transport Limited

(xi) Annual Overload Permit - Willis Transport Limited

(xii) Banner Display Application - Women's Centre - November 25, 1991 to December 2, 1991

(xiii) Discharge of Easement known as Instrument No. 37834 A.B. over a part of the lands of Maurice C. Carter Holdings Limited, 155 Cannon Street East, Hamilton

F. DIRECTOR OF TRAFFIC SERVICES

(a) **Parking Regulations**

(i) Greenaway Avenue between Cannon Street and Wilson Street

(ii) North Side of Maplewood Avenue, west of Balsam Avenue South

(iii) West 2nd Street between McElroy Road West and Wembley Road

(iv) Dallas Avenue between East 37th Street and the west end

(v) Glen Echo Drive

(vi) West side of East 38th Street, south of Fennell Avenue - Relocation of a wheelchair Loading Zone

(vii) No. 88 San Remo Drive - Request for a Reserved Permit Parking space for a Handicapped Resident

(viii) No. 31 Tisdale Street North - Request for a Reserve of Permit Parking space for a handicapped resident

(ix) 37 Magill Street - Removal of a Reserved Permit Parking regulation for a handicapped resident

(x) South side of Bobolink Road, east of Meadowlark Drive - Extension of Existing School Bus Loading Zone

(xi) No. 93 Normanhurst Avenue - Request for a Wheelchair Loading Zone

(xii) Dubarry Boulevard between Currie Street and Lorraine Drive

(xiii) West side of Lorraine Drive between Reno Avenue and Larch Street

(xiv) Regency Street between Mohawk Road East and Summerlea Drive

(xv) West Avenue between Evans Street and Cannon Street

(xvi) East Avenue between Barton Street and Birge Street

(xvii) West side of Emerson Street north of Holmes Avenue

(xviii) Auchmar Road between Fennell Avenue and Garth Street

(xix) Emerald Street South between Main Street East and Hunter Street East

(xx) Millen Avenue between Empress Avenue and Brucedale Avenue

(xxi) Elmwood Avenue between Upper Pardise Road and the westerly end

(xxii) Arkell Street between Newton Avenue and Paisley Avenue

(xxiii) Biggar Avenue

(xxiv) West side of East 22nd Street, south of Concession Street

(xxv) North side of Gertrude Street, west of Depew Street - Removal of a Wheelchair Loading Zone

(b) **Intersection Control**

(i) Eugene Street and Pottruff Road

(ii) Stop signs on Glendale Avenue between King and Cannon Streets

(iii) Greenshire Drive and Cranbrook Drive

(iv) Hadeland Avenue and Wendover Drive

(v) Roadways in the vicinity of Roxborough Park Public School

(vi) Bendamere Avenue between Upper Paradise Road and Garth Street

(vii) Glen Echo Drive and Secord Drive

(viii) Hawkridge Avenue and Tyrone Drive

(c) **Corner Clearance**

(i) Intersection of Highridge Avenue and Swan Street

(ii) Intersection of Division Street and Vansitmart Avenue

(iii) Intersection of Margate Avenue and Princeton Drive

(iv) Intersection of Toby Crescent and Grenadier Drive

(d) No. 276 Mountain Park Avenue - Application for a Time Limit Exemption Permit

(e) Truscan Realty Limited, 938 King Street West - Application for Boulevard Parking

(f) Bayfront/Nash Route - New bus stops and bus stop relocation

(g) Neighbourhood Watch Programmes for the Glenview East Neighbourhood

(h) Erection of special street name signs in the Westdale Business Improvement Area

G. <u>SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE</u>

1992 Ontario Good Roads Association Conference, February 23 to 26 - Toronto

Monday, October 21, 1991
9:30 o'clock a.m.
Room 233, City Hall

The Transport and Environment Committee met.

A.

There were present: Alderman Henry Merling, Chairman
Alderman Vince Agro, Vice-Chairman
Mayor Robert Morrow
Alderman Terry Cooke
Alderman Don Drury
Alderman Dave Wilson
Alderman Dominic Agostino
Alderman Vince Formosi
Alderman Tom Murray

Also present: Alderman Mary Kiss
Alderman Brian Hinkley
Alderman William McCulloch
Lou Sage, Chief Administrative Officer
Bernice Price, Hamilton Safety Council
Gary Weylie, Hamilton-Wentworth Regional Police
Joe Pavelka, Public Works Department
Doug Lobo, Public Works Department
Reg Meiers, Public Works Department
Murray Main, Traffic Department
Marty Hazell, Traffic Department
Hart Solomon, Traffic Department
Mike Watson, Property Department
Tom Bradley, Purchasing Department
Tina Agnello, Secretary

1. ADOPTION OF THE MINUTES

The minutes of the meeting of September 30, 1991 were adopted as circulated.

2. REFERRALS BACK FROM COUNCIL

2.1 **City of Windsor - Support for resolution regarding allocation of money from "Gas Guzzler" tax to promotion of the use of bicycles**

The Committee moved that the correspondence from the City of Windsor dated August 21, 1991 be received.

2.2 **Parking Regulation - Albany Avenue between Kenilworth Avenue North and Robins Avenue**

The Committee moved that the report from the Director of Traffic Services dated September 12, 1991 be further tabled.

3. MANAGER OF PURCHASING

3.1. **Supply and delivery of treated screened sand during 1991**

As recommended by the Manager of Purchasing in a report dated October 9, 1991, the Committee recommended to Council as follows:

That a purchase order be issued to Lakeview Sand & Gravel, Paris for the supply and delivery, as and when required during the 1991 winter season, of

treated screened sand with an option to renew to April 20, 1992, being the lowest of three tenders received in accordance with specifications issued by the Manager of Purchasing and Vendor's tender, and that this expenditure be financed through Stock Materials Account No. CH56197 60999, as follows:

Pick up - $13.37
Delivered - $16.80
Prices per tonne including all taxes

3.2 **Supply and delivery of sodium chloride during 1991**

As recommended by the Manager of Purchasing in a report dated October 10, 1991, the Committee recommended to Council as follows:

That a purchase order be issued to Sifto Canada Inc., Mississauga, for the supply and delivery, as and when required during the 1991 winter season, of course crushed sodium chloride at a cost of $38.12 per tonne including all taxes, with an option to renew to April 30, 1992, being the lowest of three tenders received in accordance with specifications issued by the Manager of Purchasing and Vendor's tender, and that this expenditure be finance through Stock Materials Account No. CH56197 60999.

4. CITY SOLICITOR

4.1 **By-law to authorize the construction of local improvements of concrete curb on north side of Leaside Road between Brighton Avenue and Dunn Avenue - $40,850.00**

As recommended by the City Solicitor in a report dated October 2, 1991, the Committee recommended to Council as follows:

That City Council enact the appropriate By-law to authorize the construction of local improvements of concrete curb on north side of Leaside Road between Brighton Avenue and Dunn Avenue.

4.2 **By-law to authorize the construction of Local Improvements of Concrete Sidewalk on East side of Nash Road between Barton Street and a point 24m southerly - $3,200**

As recommended by the City Solicitor in a report dated October 2, 1991, the Committee recommended to Council as follows:

That City Council enact the appropriate By-law to authorize the construction of local improvements of concrete sidewalk on east side of Nash Road between Barton Street and a point 24m southerly.

5. DIRECTOR OF PUBLIC WORKS

5.1 **Sewer - Street Tree Policy Amendment**

A discussion ensued regarding concern over tree rights over human rights. Alderman Murray cited examples where some types of large overgrown trees overshadow entire yard areas and cause aggravation because of sheddings from the tree and, in some cases, roots overtaking lawns.

The Director of Public Works explained that in certain cases, the roots are ground on the surface but that this sometimes kills the tree.

Prior to voting on the main motion, the Committee directed the Director of Public Works to draft a report which will consider a recommendation for removal of nuisance trees.

As recommended by the Director of Public Works in a report dated October 8, 1991, the Committee recommended to Council as follows:

That the present policy to alleviate sewer disruptions caused by municipal tree roots, adopted by the City of Hamilton on the 24th day of June, 1986 be amended to include:

Blockage on Road Allowance

"If there is a blockage caused by settlement or a collapsed or broken sewer line, the Regional Municipality of Hamilton-Wentworth will pay 100% of the cost to repair the sewer line, regardless of whether or not tree roots are present" and

That the following headings be added to the policy to improve the understanding of the policy, and

"Sewer Cleaning"
"Blockage by Tree Roots"
"Blockage other than Tree Roots"
"50/50 Cost Share"
"Blockage on Road Allowance"

That the terminology be improved so that the policy will read as outlined on the attached, Schedule "A".

5.2 **Proposed Construction of an Independent Concrete Sidewalk on Concession Street (North Side) from Belvidere Avenue to Approximately 99m Easterly**

As recommended by the Director of Public Works in a report dated October 10, 1991, the Committee recommended to Council as follows:

(a) That the construction of an independent concrete sidewalk on the north side of Concession Street from Belvidere Avenue to approximately 99m easterly proceed as a Local Improvement pursuant to Section 12 of the Local Improvement Act, at an estimated gross cost of eleven thousand, nine hundred dollars ($11,900.), as provided in the 1991 portion of the 1991-1995 Capital Budget with a City share of eleven thousand, nine hundred dollars ($11,900.);

(b) That the Finance and Administration Committee be requested to recommend a source of funds for this Capital project;

(c) That the Director of Public Works be authorized to construct these works once all the necessary approvals have been received.

5.3 **1991 Road and Sidewalk Capital Reconstruction Programme**

As recommended by the Director of Public Works in a report dated October 11, 1991, the Committee recommended to Council as follows:

(a) That the reconstruction of 110 metres of sidewalk along the north side of Fielding Crescent from Lawfield Drive to 31 Fielding Crescent at

a cost of $13,500 be added to the 1991 Road and Sidewalk Capital Reconstruction Program;

(b) That the action of the Director of Public Works to proceed with the reconstruction of this sidewalk be confirmed.

6. DIRECTOR OF PROPERTY

6.1 Sale of Property at 125 East 22nd Street to Mrs. Ruth Clarke & Larry Alfons Van Herzele & Lisa Anne Basso-Van Herzele

As recommended by the Director of Property in a report dated October 7, 1991, the Committee recommended to Council as follows:

(a) That an Offer to Purchase executed by Larry Alfons Van Herzele and Lisa Anne Basso-Van Herzele on September 25, 1991 and scheduled for closing on or before January 6, 1992, for the purchase of part of the property at 125 East 22nd Street, shown as part of Part 3 on Plan P-1343 Surveys, containing 72 square metres (775.02 square feet), more or less, be approved and completed. The purchase price of $626.00 be credited to Account Number CH 59050 30001 (Outside Recoveries).

(b) That a certified deposit cheque in the amount of $60.00 be held by the City Treasurer pending approval of this transaction.

(c) That an Offer to Purchase executed by Mrs. Ruth Clarke on August 26, 1991 and scheduled for closing on or before January 6, 1992, for the purchase of part of the property at 125 East 22nd Street, shown as part of Part 3 and Part 4 on Plan P-1343 Surveys, containing 238 square metres (2,561.89 square feet), more or less, be approved and completed. The purchase price of $626.00 be credited to Account Number CH 59050 30001 (Outside Recoveries).

(d) That a certified deposit cheque in the amount of $60.00 be held by the City Treasurer pending approval of this transaction.

6.2 Release of Covenants on land described as Part 1 on Plan 62R-8253, Part of 480 Rymal Road West - 100 Main Street East Limited (A. Frisina)

As recommended by the Director of Property in a report dated October 9, 1991, the Committee recommended to Council as follows:

That the Mayor and City Clerk be authorized to execute documents for the purpose of releasing the land described as Part 1 on Plan 62R-8253, being part of 480 Rymal Road West from the covenants set out in Instrument Number 374730 C.D., as this land has now been included by the Purchaser,

100 Main Street East Limited (A. Frisina) in the Plan of Rymal Estates which was registered as Plan 62M-679 on February 8, 1991, in accordance with the original Offer to Purchase finalized on October 13, 1986.

6.3 **Purchase of Land required for Road Purposes in the approved Gourley Neighbourhood Plan - 874 West 5th Street - Lloyd Kovacs**

As recommended by the Director of Property in a report dated October 11, 1991, the Committee recommended to Council as follows:

(a) That an Option to Purchase, executed by Lloyd Kovacs on October 1, 1991 and scheduled for closing on November 29, 1991, composed of Lot 16, Concession 7, in the former Township of Barton, having a frontage along the westerly limit of West 5th Street of 20.1 metres (66.1 feet), more or less, by depth of 146.2 metres (479.65 feet), more or less, containing an area of 2,938.62 square metres (31,632.07 square feet), more or less, known as Municipal Number 874 West 5th Street, Hamilton, be approved and completed. The purchase price of $174,000.00 be charged to Account Number CH 5X303 00107 (Reserve for City's Share of Services through Unsubdivided Lands);

(b) That the Regional Surveyors be directed to provide a survey on or before closing, showing as Part 1, the lands being purchased by the City and Part 2, the remainder of the Owner's lands.

(c) That the Mayor and City Clerk be authorized to execute the necessary documentation.

7. COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES

7.1 **Proposed Walkway Closure, Eleanor Neighbourhood Between 531 and 535 Eaglewood Drive**

As recommended by the Commissioner of Transportation/Environmental Services in a report dated October 9, 1991, the Committee recommended to Council as follows:

(a) That the Commissioner of Transportation/Environmental Services be directed to prepare a By-Law for the stopping-up and closing of the public walkway in the Eleanor Neighbourhood, between 531 and 535 Eaglewood Drive;

(b) That the Commissioner of Transportation/Environmental Services be directed to publish a notice pursuant to Section 301 of the Municipal Act R.S.O. 1980, of City Council's intention to pass the By-Law;

(c) That the Director of Property be directed to proceed with the disposition of the said lands to the abutting owners;

(d) That the Commissioner of Transportation/Environmental Services register a reference plan under the Registry Act, to delineate the manner in which the closed lands are to be distributed to the abutting owners;

(e) That the Commissioner of Transportation/Environmental Services be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval for the proposed closing pursuant to Section 48 of the Regional Act.

7.2 **Service Club Signs on Roadways**

Geoff Aston explained that the large consolidated signs which were previously at the entrances of the City are to be taken down on the direction of City Council. The recommendation presently before the Committee is for approval of individual signs to be erected on 4" x 4" posts.

A discussion ensued regarding the number of signs to be approved and the location of the signs.

Prior to voting on the motion, the Committee directed that an information report be circulated to the members of the Transport and Environment Committee regarding the location of each sign and that all requests for signs come before the Transport and Environment Committee for approval.

As recommended by the Commissioner of Transportation/Environmental Services in a report dated October 11, 1991, the Committee recommended to Council as follows:

(a) That the City Solicitor be directed to prepare an amendment to By-Law 86-77 (Streets By-Law) to allow the placement of service club signs upon the road allowance, installed by the City of Hamilton, and at the expense of the service club, so as not to interfere with the use of the untravelled portion of the road allowance, upon the issuance of a permit by the Commissioner of Transportation/Environmental Services.

(b) That the following agencies be permitted to place service club logos on signs upon the road allowance at locations approved by the Commissioner of Transportation/Environmental Services:

(i) Independent Order of Odd Fellows
(ii) Lions Club
(iii) Rotary International
(iv) Optimist Club

7.3 **Encroachment Agreements**

As recommended by the Commissioner of Transportation/Environmental Services in a report dated October 11, 1991, the Committee recommended to Council as follows:

That the applications to retain inadvertent encroachments at the locations outlined on Schedule "B", appended hereto, be approved during the pleasure of Council provided:

(a) That the owners enter into agreements satisfactory to the Commissioner of Transportation/Environmental Services to indemnify and save the City Harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss;

(b) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement these agreements.

(c) That the first year fee and subsequent annual fee outlined in Schedule "B" be set for these encroachments.

7.4 **"Edan Heights Phase One", Hamilton - Sale of Reserve**

As recommended by the Commissioner of Transportation/Environmental Services in a report dated October 11, 1991, the Committee recommended to Council as follows:

(a) That the City of Hamilton convey to the adjacent owner 603976 Ontario Limited lands known as Part 1, Plan 62R-11934 in the City of Hamilton, and that the sale price for these lands be $1.00;

(b) That the City Real Estate Department be authorized and directed to sell Part 1, Plan 62R-11934;

(c) That the Mayor and City Clerk be authorized and directed to execute the documents required in this matter.

All City and Regional servicing costs have been recovered, and the reserve is outside the existing 20.12 metre road allowance.

7.5 **Harbottle Estates - Phase 1, Hamilton Opening of City Lands as Public Roadway by By-law**

As recommended by the Commissioner of Transportation/Environmental Services in a report dated October 8, 1991, the Committee recommended to Council as follows:

That the City Solicitor be authorized and directed to prepare the necessary By-Law(s) to establish Part 1 of a Reference Plan prepared by Kin Lau, O.L.S. as part of the Harbottle Court road allowance in order to provide access from Chesely Street to Harbottle Estates - Phase 1 subdivision.

8. DELEGATIONS

8.1 **Responses to Pedestrian Safety Meeting**

Wendy Moore Spors stated that Hamilton should become pedestrian safe and that children should be the focus of the City's efforts. She suggested a coalition be formed with all parties including neighbourhood representatives, City Traffic Department staff, Police and School Board Officials to examine concerns regarding pedestrian safety.

She questioned if the Traffic Department has an understanding of neighbourhood concerns. She explained that residents know best what changes are required in their neighbourhood and, as such, they should be involved in any changes. She suggested that the Traffic Department change its habits with less emphasis on vehicular traffic and more on pedestrian safety. She suggested that the Traffic Department be more responsive in its reports.

Kim Sheppard, a Public Health Nurse, stated that the Department should concentrate on the 6% of accidents which involve pedestrians because many of these result in deaths. She also suggested that a coalition be formed to deal with Traffic concerns.

Sergeant Ken Bond of the Community Service Section of the Hamilton West Regional Police was present. He stated that there are approximately 250

accidents per year involving children in Hamilton. He also reiterated the concept of forming a coalition.

Bernice Price said the Committee must recognize that trends are changing and more people are walking and cycling; courtesy and equal rights should apply. She suggested that an education program be developed for both adults and children.

After some discussion, the Committee moved to recommend to Council as follows:

(a) That approval be given in principle to the formation of an Advisory Committee to deal with issues regarding pedestrian safety in Hamilton;

(b) That the terms of reference and composition of such a Committee be drafted by staff for approval by the Transport and Environment Committee;

(c) That Regional Engineering Staff be invited to sit on the Pedestrian Safety Sub-Committee.

8.2 **Intersection Control at Greenhill Avenue & Monte Drive and Greenhill Avenue & Summercrest Drive**

The Committee moved to further table this item.

9. DIRECTOR OF TRAFFIC SERVICES

Pursuant to various recommendations in reports submitted to the Director of Traffic Services, the Committee recommended to Council that City Traffic By-law 89-72 be amended as follows:

9.1 **Parking Regulations**

i. (a) That parking be prohibited on the west side of Cathcart Street between Rebecca Street and Wilson Street;

(b) That the existing "One Hour Parking Time Limit, 24 hours a day, seven days a week" regulation on the east side of Cathcart Street which commences at Wilson Street and extends to a point 91 feet southerly, be extended to Rebecca Street;

ii. That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the west side of West 3rd Street between McElroy Road and Wembley Road;

iii. That a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on both sides of San Paulo Drive between San Pedro Drive and the north end;

iv. (a) That the By-law entry for the implementation of a "No Stopping, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation on the east side of East 25th Street between Franklin Road and a point 90 feet southerly therefrom be rescinded;

(b) That a "Permit Parking" regulation be implemented on the east side of East 25th Street between Franklin Road and Darcy Court;

(c) That a "No Stopping" regulation be implemented on the east side of East 25th Street commencing at Franklin Road and extending to a point 50 feet southerly therefrom;

(d) That the Director of Traffic Services be authorized to issue upon request, one parking permit to each of the five abutting residents of East 25th Street between Franklin Road and Darcy Court.

v. (a) That the existing "Alternate Side Parking" regulation on Millen Avenue between Brucedale Avenue and Empress Avenue be removed;

(b) That parking be prohibited on the west side of Millen Avenue between Brucedale Avenue and Empress Avenue;

(c) That a "Permit Parking" regulation be implemented on the east side of Millen Avenue between Brucedale Avenue and Empress Avenue;

(d) That the Director of Traffic Services be authorized to issue, upon request, one parking permit to the residents of Nos. 15, 16, 20, 23, 24, 28, and 32 Millen Avenue, and two permits to the residents of Nos. 8, 11, 12 and 19 Millen Avenue.

vi. That the existing "Permit Parking" regulation on the west side of Dundurn Street South, commencing at a point 86 feet north of Glenside Avenue and extending to a point 21 feet northerly therefrom, be removed;

vii. (a) That a "Permit Parking" regulation be implemented on the west side of Ray Street North, commencing at a point 51 feet south of York Boulevard and extending to a point 24 feet southerly therefrom;

(b) That the Director of Traffic Services be authorized to issue, upon request, one parking permit to Mr. Steve Doekstator, 112 Ray Street North;

viii. That a "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the south side of Dover Drive commencing at a point 94 feet west of Greenford Drive and extending to a point 40 feet westerly therefrom;

ix. (a) That the existing parking meter on the west side of Lottridge Street between Barton Street and a point 98 fee southerly therefrom be removed;

(b) That, in accordance with a general Traffic By-law provision, a "No Stopping" regulation be implemented on the west side of Lottridge Street between Barton Street and a point 130 feet southerly therefrom.

x. **Greenhill Avenue between Vienna Street and Pavarotti Court**

Alderman Agostino explained that several residents would prefer to park in front of their homes. He suggested that this will help with speeding since the travelled roadway will be narrowed. He stated that the traffic on the road is not great and that parking should be permitted because streets such as Cannon and Barton have parking.

The Director of Traffic Services advised that parking is not permitted on arterial roads for safety reasons. Historically, older areas have no site residential parking and, as such, parking on the street has been permitted.

Alderman Agro suggested that parking be permitted in the evenings only, after peak traffic periods.

The Chairman advised that the names in this area are 5 to 10 years old and all properties have driveways to accommodate more than one vehicle. He informed the Committee that sweeping and snow ploughing costs would increase. The Director of Public Works concurred and advised that maintenance costs will triple.

After some discussion, the Committee moved to table the item.

Alderman Agostino advised that a delegation will be forthcoming at the next regular Transport and Environment meeting.

9.2 **Corner Clearance**

i. (a) That a "No Stopping" regulation be implemented on the west side of Graham Avenue South, commencing at Monterey Avenue and extending to a point 75 feet northerly therefrom;

(b) That a "No Stopping" regulation be implemented on the east side of Graham Avenue South, commencing at Monterey Avenue and extending to a point 52 feet southerly therefrom.

ii. That stopping be prohibited on the north side of Duff Street between Upper James Street and a point 51 feet westerly therefrom.

iii. That a "No Parking" regulation be implemented on the east side of East 44th Street commencing at Kerr Street and extending to a point 105 feet northerly therefrom.

iv. That the existing "No Stopping" corner clearance on the south side of Maplewood Avenue which commences at Balsam Avenue and extends to a point 79 feet easterly therefrom, be shortened to 25 feet;

9.3 **Intersection Control**

i. The item regarding Jackson Street West and Pearl Street was further tabled with direction that staff meet with those residents concerned with the intersection control.

ii. That westbound traffic on Brock Street be required to stop for northbound and southbound traffic on Hughson Street North;

iii. (a) That three-way stop control be implemented at the intersection of Gertrude Street and Lyndhurst Street;

(b) That northbound traffic on Albemarle Street be required to stop for eastbound and westbound traffic on Gertrude Street and Lyndhurst Street;

(c) That northbound traffic on Rowanwood Street be required to stop for eastbound and westbound traffic on Gertrude Street;

iv. (a) That northbound traffic on Bastille Street be required to stop for eastbound and westbound traffic on Brigade Drive;

(b) That three-way stop control be implemented at the intersection of Brigade Drive (west leg) and Bonaparte Way;

v. Contrary to the report of the Director of Traffic Services dated October 8, 1991, the Committee recommended that By-law 89-72 be amended as follows:

That three-way stop control be implemented at the intersection of Bow Valley Drive (north leg) and Vittorito Avenue.

9.4 **Intersection of West 5th Street and Chester Avenue - Request for School Crossing Guard**

As recommended by the Director of Traffic Services in a report dated September 24, 1991, the Committee recommended to Council as follows:

That a School Crossing Guard be assigned to the intersection of West 5th Street and Chester Avenue during the morning and evening crossing periods only.

9.5 **Intersection of Elmwood Avenue and Upper Paradise Road - Request for a School Crossing Guard**

The Committee approved the following recommendation of the Director of Traffic Services dated September 30, 1991:

That a School Crossing Guard not be assigned to the intersection of Upper Paradise Road and Elmwood Avenue.

9.6 **Intersection of Upper Wentworth and Vickers Road - Request for School Crossing Guard**

As recommended by the Director of Traffic Services in a report dated October 11, 1991, the Committee recommended to Council as follows:

That a School Crossing Guard be assigned to the intersection of Upper Wentworth Street and Vickers Road during the morning and evening school crossing periods only.

9.7 **Parkdale Route - Bus Stop Relocations**

As recommended by the Director of Traffic Services in a report dated October 16, 1991, the Committee recommended to Council as follows:

(a) That in accordance with the request by the Hamilton Street Railway Company, the following bus stop relocations be approved:

(b) That City of Hamilton Traffic By-law 89-72 be amended accordingly

Route 11 Parkdale

- Northbound - Delete	-	Mount Albion Road, East side, 91 feet north of Hixon Road (F/S).
- Add	-	Mount Albion Road, East side 39 feet south of Hixon Road (N/S).
- Southbound - Delete	-	Mount Albion Road, West side, 50 feet North of Hixon Road (N/S).
- Add	-	Mount Albion Road, West side, 85 feet South of Hixon Road (F/S).

10. OTHER BUSINESS

None.

11. ADJOURNMENT

There being no further business the Committee meeting adjourned.

TAKEN AS READ AND APPROVED,

Tina Agnello
Secretary

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

Schedule "A" as referred to in the Transport and Environment Committee minute of October 21, 1991

Schedule "A"

"PROPOSED POLICY"

SEWER - STREET TREE POLICY

CITY

Sewer Cleaning

When the City receives complaints from a property owner regarding City tree roots impairing the operation of the property owner's sewer, it will be the property owner's responsibility to call a sewer contractor to clean out the property owner's sewer. The sewer contractor will advise the property owner and the City by way of a signed affidavit, of the exact cause of the blockage.

Blockage by Tree Roots

If it is determined that the sewer blockage was caused by the roots of a City tree, the City will assume 100% of the cost of the clean out.

Blockage other than Tree Roots

If it is determined that the blockage was not caused by the roots of a City tree, the total cost for the clean out will be assumed by the property owner.

50/50 Cost Share

If a sewer clean out is required twice or more in one year, as the result of City tree roots, the Director of Public Works will discuss the situation with the property owner and a decision will be made by the Director of Public Works to cost share 50/50 either the removal of the tree and/or replacement of that portion of the sewer line affected by tree roots. The replacement sewer line must meet Region of Hamilton-Wentworth Specifications and a permit must be obtained prior to construction.

Blockage on Road Allowance NEW

A. If there is a blockage caused by settlement or a collapsed or broken sewer line, the Regional Municipality of Hamilton-Wentworth will pay 100% of the cost to repair the sewer line, regardless of whether or not tree roots are present.

B. If there is a blockage caused by tree roots, then arrangement will be made to cost share 50/50 for the removal of the blockage.

Upon discussion with the property owner, the Director of Public Works has the option to continue with a scheduled sewer clean out program; the City will assume 100% of the cost of the clean out.

PSU/rb
May 22, 1991

Major change from previous policy

Schedule "B"

Council Date: October 29,1991

Location	Type of Encroachment	Solicitor/Agent	First Year/Annual	File Number
147-155 Dundonald Ave Hamilton, Ontario	Brick steps 0.15' x 15.2' Interlocking Brick Patio 12.5' X 60.33'	Fothergill Planning and Development 1015-135 James Street South Hamilton, Ontario L8P 2Z6	$112.00/20.00	T103-50(967)
69 Barclay Street Hamilton, Ontario	Concrete Steps measuring 0.84' X 5'	Paul Y. Tokiwa 520 Upper Sherman Avenue Hamilton, Ontario L8V 3L8	$112.00/20.00	T103-50(968)
25 West Avenue North Hamilton, Ontario	Wood Steps measuring 2.98' X 5.0' Wood Verandah 0.27' X 16.3'	Milton Lewis 120 King Street West P.O. Box 926, Stn A Hamilton, Ontario L8N 3P9	$112.00/20.00	T103-50 (966)
162 Locke Street North Hamilton, Ontario	Concrete Verandah measuring 3.05 m X 21.34 m	Marvin P. Stringer 407-20 Hughson Street South Hamilton Ontario L8N 2A1	$112.00/20.00	T103-50 (969)
1657 Main Street East Hamilton, Ontario	Fire Escape on Normanhurst Ave. measuring 3.0' x 20.0'	H. P. Wichmann 309 North Shore Blvd. W. Burlington Ontario L7T 1A6	$230.00/48.00	T103 50 (975)
31 Cluny Avenue Hamilton, Ontario	Wood Steps and Porch measuring 0.5' x 20.2'	P. Radzikowski 31 Cluny Avenue L8L 3H7	$112.00/20.00	T103 50 (943)

Schedule "B" as referred to
in the Transport and Environmen
Committee minutes of
October 21, 1991

B (i)

CITY OF HAMILTON

- RECOMMENDATION -

NOV 14 1991

DATE: 1991 November 13

REPORT TO: Miss Tina Agnello, Secretary
Transport and Environment Committee

FROM: P. Noé Johnson,
City Solicitor

SUBJECT: Amendment to By-law No. 86-77 - Service Club Signs on Highways

RECOMMENDATION:

That the appropriate by-law to amend By-law No. 86-77 to allow the placement of service club signs upon the road allowance be enacted by City Council.

P. Noé Johnson

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

On October 29, 1991, City Council adopted Section 12 of the 15th Report of the Transport and Environment Committee recommending that the City Solicitor amend By-law No. 86-77 to allow the placement of service club signs on the City road allowances.

By-law No. 86-77 also required some housekeeping changes in section 1 to define "Commissioner of Engineering", and in section 17 to comply with changes to the Provincial Offences Act, which changes the maximum penalty under the by-law.

Bill No.

The Corporation of the City of Hamilton

BY-LAW NO. 91-

To Amend:

By-law No. 86-77

Respecting:

SERVICE CLUB SIGNS ON HIGHWAYS

WHEREAS By-law No. 86-77 was enacted by the Council of The Corporation of the City of Hamilton on the 25th day of February 1986 to consolidate Streets By-law No. 9329;

AND WHEREAS the Council of The Corporation of the City of Hamilton, in adopting Section 12 of the 15th Report of the Transport and Environment Committee authorized the preparation of this by-law.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. Section 1 of By-law No. 86-77 is amended by repealing clause (b).

2. Section 1 of the said by-law is amended by repealing clause (ba) and replacing it with the following:

(ba) "Commissioner of Transportation/Environmental Services" means the Commissioner of Transportation/Environmental Services of The Regional Municipality of Hamilton-Wentworth;

3. Section 1 of the said by-law is amended by adding the following clause:

(dd) "Service Club" means a non-profit organization or association which has charitable or social objects;

4. Section 11 of the said by-law is amended by adding the following subsection:

(14) Service Club Signs. The Commissioner of Transportation/Environmental Services may issue a permit to allow the placing of service club signs upon the City highways. The location of the signs shall be acceptable to the Commissioner of Transportation/Environmental Services and to the Traffic Commissioner. The signs shall be constructed and installed by the City at the expense of the service club.

5. Section 17 of the said by-law is repealed and replaced by the following:

17. Every person who contravenes any provision of this by-law is guilty of an offence and upon conviction is liable to the fine specified in section 62 of the Provincial Offences Act, R.S.O. 1980, Chapter 400, as amended.

PASSED this day of A.D. 1991.

City Clerk Mayor

(1991) 15 R.T.E.C. 12, October 29

B(ii)

CITY OF HAMILTON

DEC 23 1991

- RECOMMENDATION -

DATE: 1991 December 23

TO: Tina Agnello, Secretary
Transport & Environment Committee

FROM: P. Noé Johnson
City Solicitor

SUBJECT: Repeal of By-law No. 91-095, a by-law to expropriate 837 West 5th Street

RECOMMENDATION:

That the by-law to repeal By-law No. 91-095, a by-law to expropriate 837 West 5th be enacted and registered on title.

Elizabeth I

P. Noé Johnson
Per: Elizabeth Isajiw, Solicitor

LEGAL IMPLICATIONS:

By-law No. 91-095, to expropriate certain property for municipal purposes, has been registered against the title of 837 West 5th Street. The expropriation process was terminated when the Real Estate Department was successful in concluding the purchase of said property with the owners. Therefore, the Expropriation By-law is now unnecessary and further presents a barrier to the City dealing with this property. The Real Estate Department had been attempting to enter into an Option to Purchase with the former owner but had not been successful since Council's authorization to acquire the land in March of 1989. This is a routine procedure to clear title so that the file may be closed.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 December 23

TO: Tina Agnello, Secretary
Transport & Environment Committee

FROM: P. Noé Johnson
City Solicitor

SUBJECT: Repeal of By-law No. 91-095, a by-law to expropriate 837 West 5th Street

RECOMMENDATION:

That the by-law to repeal By-law No. 91-095, a by-law to expropriate 837 West 5th be enacted and registered on title.

Elizabeth

P. Noé Johnson
Per: Elizabeth Isajiw, Solicitor

LEGAL IMPLICATIONS:

By-law No. 91-095, to expropriate certain property for municipal purposes, has been registered against the title of 837 West 5th Street. The expropriation process was terminated when the Real Estate Department was successful in concluding the purchase of said property with the owners. Therefore, the Expropriation By-law is now unnecessary and further presents a barrier to the City dealing with this property. The Real Estate Department had been attempting to enter into an Option to Purchase with the former owner but had not been successful since Council's authorization to acquire the land in March of 1989. This is a routine procedure to clear title so that the file may be closed.

B(iii)

CITY OF HAMILTON

- RECOMMENDATION -

NOV 0 4 1991

DATE: 1991 October 31

REPORT TO: Ms. Tina Agnello, Secretary
Transport and Environment Committee

FROM: Ms. P. Noé Johnson
City Solicitor

SUBJECT: By-law to authorize the construction of Local Improvements of concrete sidewalk on the north side of CONCESSION STREET from Belvidere Avenue to approx. 99m easterly - $11,900.00
Our File: 110-2/91.8

RECOMMENDATION:

That City Council enact the attached By-law to authorize the construction of local improvements of a concrete sidewalk on the north side of Concession Street from Belvidere Avenue to approx. 99m easterly.

P. Noé Johnson

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The construction of these local improvements was approved by Council on October 29, 1991, in adopting Item 6 of the 15th Report of the Transport & Environment Committee and Item 6 of the 19th Report of the Finance & Administration Committee. There is no Ontario Municipal Board approval required in this matter as this money was provided for in the 1991 portion of the 1991-1995 Capital Budget.

:sr
Att.

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 91-

To Authorize:

1. The construction of local improvements without petition under Section 12 of The Local Improvement Act of an independent concrete sidewalk on the north side of Concession Street from Belvidere Avenue to approx. 99m easterly.

2. The supervision of the construction by the Director of Public Works.

WHEREAS it is expedient to proceed without petition to undertake, as local improvements, the works herein described at a total estimated cost of $11,900.00 to be financed from the 1991 Capital Levy;

AND WHEREAS the Council has obtained reports, estimates and statements required for the undertaking of the said works;

AND WHEREAS the Council of The Corporation of the City of Hamilton did adopt Item 6 of the 15th Report of the Transport & Environment Committee and Item 16 of the 19th Report of the Finance & Administration Committee on October 29, 1991;

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The construction of the works more particularly described as an independent concrete sidewalk on the north side of Concession Street from Belvidere Avenue to approx. 99m easterly may be proceeded with under The Local Improvement Act, at an estimated cost not to exceed $11,900.00, which cost shall be financed from the 1991 Capital Levy.

2. The Director of Public Works is hereby authorized to supervise construction of the works.

3. The Mayor and City Clerk are hereby authorized to execute, on behalf of The Corporation of the City of Hamilton, all contracts necessary for the construction of the works.

PASSED this day of , A.D. 1991.

City Clerk Mayor

(1991) 15 R.T.E.C. 6, October 29
(1991) 19 R.F.A.C. 16, October 29

B (iv)

CITY OF HAMILTON

- RECOMMENDATION -

DEC - 5 1991

DATE: 1991 November 29

REPORT TO: Ms. Tina Agnello, Secretary
Transport and Environment Committee

FROM: Ms. P. Noé Johnson
City Solicitor

SUBJECT: By-law to authorize the construction of Local improvements of concrete sidewalks on both sides of UPPER OTTAWA STREET between Stone Church Road and Rymal Road - $175,910.00
Our File: 110-2/91.5

RECOMMENDATION:

That City Council enact the attached By-law to authorize the construction of local improvements of concrete sidewalks on both sides of Upper Ottawa Street between Stone Church Road and Rymal Road.

P. Noé Johnson

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The construction of these local improvements was approved by Council on May 14, 1991, in adopting Item 7 of the 8th Report of the Transport & Environment Committee and Item 7 of the 10th Report of the Finance & Administration Committee subject to the Ontario Municipal Board's approval to the financing of the work. On Friday, October 4, 1991, the Ontario Municipal Board's Order No. E911233 was granted.

:sr
Att.

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 91 -

To Authorize:

1. The construction of local improvements without petition under Section 12 of The Local Improvement Act of concrete sidewalks on both sides of UPPER OTTAWA STREET between Stone Church Road and Rymal Road, as described in Schedule "A";

2. The special assessment to pay a portion of the cost of the works by the abutting owners;

3. The preparation of plans, specifications and reports and the supervision of the construction by the Commissioner of Regional Engineering.

WHEREAS the Council of The Corporation of the City of Hamilton did adopt Item 7 of the 8th Report of the Transport & Environment Committee on May 14, 1991;

AND WHEREAS the Council of The Corporation of the City of Hamilton did adopt Item 7 of the 10th Report of the Finance & Administration Committee on May 14, 1991;

AND WHEREAS it is expedient to proceed without petition to undertake, as local improvements, the works hereinafter described;

AND WHEREAS notice of Council's intention to undertake the works as local improvements has been given by publication of the notice and by service of it upon the owners of the lots liable to be specially assessed under Section 12 of The Local Improvement Act, R.S.O. 1980;

AND WHEREAS a majority of the owners, representing at least one-half of the value of the lots that are liable to be specially assessed, have not, within one (1) month after publication, petitioned the Council not to proceed with the works;

AND WHEREAS the Council has obtained reports, estimates and statements required for the undertaking of the said works;

AND WHEREAS the Ontario Municipal Board did, on the 4th day of October, 1991, issue Order No. E911233 approving the application of The Corporation of the City of Hamilton for:

(a) the construction of certain works as local improvements on the initiative plan at a total estimated cost of $175,910.00 and,

(b) the issue by The Regional Municipality of Hamilton-Wentworth of debentures in the sum of $88,336.00.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The construction of the works more particularly described in Schedule "A" hereto annexed and forming part of this by-law, may be proceeded with under The Local Improvement Act, at an estimated cost not to exceed $175,910.00.

2. The share or portion of the estimated cost of the works in the amount of $88,336.00 to be borne by the owners of the lands abutting directly on the works and the estimated cost per metre shall be rated as set out in Schedule "A", provided that the actual rate per metre shall be specially assessed upon the lots abutting directly on the works and payable in equal annual instalments until fully paid.

3. Pending payment of the share or portion of the total cost referred to in Section 2, the said share or portion shall be financed by the issue of debentures by The Regional Municipality of Hamilton-Wentworth:

   (a) to the extent sufficient to provide an amount not exceeding $88,336.00;

   (b) repayable over a term not exceeding twenty (20) years, chargeable to The Corporation of the City of Hamilton.

4. The Commissioner of Regional Engineering is hereby authorized to:

   (a) prepare all necessary plans, specifications and reports required for the construction of the works; and,

   (b) supervise construction of the works.

5. The Mayor and City Clerk are hereby authorized to execute, on behalf of The Corporation of the City of Hamilton, all contracts necessary for the construction of the works.

PASSED this day of , A.D. 1991.

City Clerk Mayor

(1991) 8 R.T.E.C. 7, May 14
(1991) 10 R.F.A.C. 7, May 14

SCHEDULE "A"

The construction of concrete sidewalk on both sides of UPPER OTTAWA STREET between Stone Church Road and Rymal Road at the costs not exceeding those set out below:

City's Share	$ 87,574.00
Owners' Share	88,336.00
TOTAL ESTIMATED COST	$175,910.00
Estimated Cost per metre frontage	$ 86.00

Fifteen (15) annual instalments

B(v)

CITY OF HAMILTON

- RECOMMENDATION -

DEC - 5 1991

DATE: 1991 November 29

REPORT TO: Ms. Tina Agnello, Secretary
Transport and Environment Committee

FROM: Ms. P. Noé Johnson
City Solicitor

SUBJECT: By-law to authorize additional expenditure for the construction of Local improvements of concrete sidewalks on Stone Church Road West - $9,230.00
Our File: 110-2.245

RECOMMENDATION:

That City Council enact the attached By-law to authorize additional expenditure for the construction of local improvements of concrete sidewalks on Stone Church Road West.

P. Noé Johnson

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The construction of these local improvements was approved by Council on June 28, 1988, in adopting Item 5 of the 14th Report of the Executive Committee subject to the Ontario Municipal Board's approval to the financing of the work. On Wednesday, September 7, 1988, the Ontario Municipal Board's Order No. E881218 was granted.

On August 15, 1991 the Treasury Department requested the Law Department to make application to the Ontario Municipal Board for additional gross cost authority. No additional debenture authority is being sought as the excess expenditure will be borne by the City of Hamilton and financed from the capital levy. On Monday, October 21, 1991, the Ontario Municipal Board's Order No. E881218 was granted.

:sr
Att.

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO.

TO AUTHORIZE:

Additional expenditure for the construction of local improvements of concrete sidewalks on Stone Church Road West:
- n/s, Upper Paradise Road to 120m easterly;
- s/s, Upper Paradise Road to 48m easterly; and
- s/s, 193m east of Upper Paradise Road to 38m easterly, as described in Schedule "A"

WHEREAS the Ontario Municipal Board, by Order dated the 7th day of September, 1988 (File No. E881218) approved,

(a) the construction of concrete sidewalks on Stone Church Road West, as a local improvement, pursuant to s. 12 of the Local Improvement Act, R.S.O. 1980, c. 250, as amended, at an estimated cost of $24,500.00, and the borrowing of money by way of temporary advances not exceeding in the aggregate such estimated cost pending the sale of debenture, and

(b) the issuance of the necessary debentures to a maximum of $24,500.00 for a term not to exceed twenty (20) years by the Regional Municipality of Hamilton-Wentworth chargeable to the applicant corporation;

AND WHEREAS By-law No. 88-257, passed on the 8th day of November, 1988, authorized proceeding with the construction of the said local improvements and the issue of debentures in accordance with the Ontario Municipal Board Order dated the 7th day of September, 1988;

AND WHEREAS the Ontario Municipal Board, by Order dated the 21st day of October, 1991, (File No. E881218) approved,

(c) an additional expenditure of $9,230.00 covering an additional estimated costs of this amount,

(d) an amendment to the said previous Order of the Board dated the 7th day of September, 1988, by replacing Schedule "A" thereto with Schedule "A" annexed hereto.

AND WHEREAS it is intended to proceed with the construction of the said local improvements in accordance with the total expenditure and total debentures to be issued as approved by the Ontario Municipal Board.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The construction of the works, more particularly described in Schedule "A" annexed hereto and forming part of this by-law, may be proceeded with under the Local Improvement Act, at an estimated cost not to exceed $33,730.00, in accordance with the Ontario Municipal Board Order dated the 7th day of September, 1988, as amended by Order of the Ontario Municipal Board dated the 21st day of October, 1991.

2. The share or portion of the estimated cost of the works in the amount of $14,791.60 shall be borne by the owners of the lands abutting directly on the works and the estimated cost per metre shall be rated as set out in Schedule "A", annexed hereto and forming part of this By-law, provided that the actual rate per metre shall be specially assessed upon the lots

abutting directly on the works and payable in equal annual instalments until fully paid.

4. The Commissioner of Regional Engineering is hereby authorized to:

(a) prepare all necessary plans, specifications and reports required for the construction of the works; and

(b) supervise construction of the works.

5. The Mayor and City Clerk are hereby authorized to execute, on behalf of The Corporation of the City of Hamilton, all contracts necessary for the construction of the works.

PASSED this day of A.D. 19 .

City Clerk Mayor

(1988) 14 R.E.C. 5, June 28

SCHEDULE "A"

The construction of CONCRETE SIDEWALKS on Stone Church Road West:

- n/s, Upper Paradise Road to 120m easterly;
- s/s, Upper Paradise to 48m easterly;
- s/s, 193m east of Upper Paradise Road to 38m easterly,

at the costs not exceeding those set out below:

City's Share	$18,938.40
Owner's Share	14,791.60
TOTAL ESTIMATED COST	$33,730.00

Estimated Cost per metre frontage $84.00

Fifteen (15) annual instalments

B(vi)

CITY OF HAMILTON

- RECOMMENDATION -

DEC - 5 1991

DATE: 1991 December 3

REPORT TO: Ms. Tina Agnello, Secretary
Transport and Environment Committee

FROM: Ms. P. Noé Johnson
City Solicitor

SUBJECT: By-law to authorize additional expenditure for the construction of Local improvements of concrete sidewalks on the ease side of Sanatorium Road between Scenic Drive and Bendamere Avenue - $5,110.00
Our File: 110-1.190

RECOMMENDATION:

That City Council enact the attached By-law to authorize additional expenditure for the construction of local improvements of concrete sidewalks on the east side of Sanatorium Road between Scenic Drive and Bendamere Avenue.

P. Noé Johnson

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The construction of these local improvements was approved by Council on December 13, 1988, in adopting Item 3 of the 1st Report of the Co-Ordinating Committee for 1989 subject to the Ontario Municipal Board's approval to the financing of the work. On Monday, February 13, 1989, the Ontario Municipal Board's Order No. E890087 was granted.

On August 15, 1991 the Treasury Department requested the Law Department to make application to the Ontario Municipal Board for additional gross cost authority. No additional debenture authority is being sought as the excess expenditure will be borne by the City of Hamilton and financed from the capital levy. On Monday, October 21, 1991, the Ontario Municipal Board's Order No. E890087 was granted.

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO.

TO AUTHORIZE:

Additional expenditure for the construction of local improvements of concrete sidewalks on the east side of Sanatorium Road between Scenic Drive and Bendamere Avenue, as described in Schedule "A"

WHEREAS the Ontario Municipal Board, by Order dated the 13th day of February, 1989 (File No. E890087) approved,

(a) the construction of concrete sidewalks on the east side of Sanatorium Road between Scenic Drive and Bendamere Avenue, as a local improvement, pursuant to s. 12 of the Local Improvement Act, R.S.O. 1980, c. 250, as amended, at an estimated cost of $55,000.00, and the borrowing of money by way of temporary advances not exceeding in the aggregate such estimated cost pending the sale of debenture, and

(b) the issuance of the necessary debentures to a maximum of $55,000.00 for a term not to exceed twenty (20) years by the Regional Municipality of Hamilton-Wentworth chargeable to the applicant corporation;

AND WHEREAS By-law No. 89-98, passed on the 28th day of March, 1989, authorized proceeding with the construction of the said local improvements and the issue of debentures in accordance with the Ontario Municipal Board Order dated the 13th day of February, 1989;

AND WHEREAS the Ontario Municipal Board, by Order dated the 21st day of October, 1991, (File No. E890087) approved,

(c) an additional expenditure of $5,110.00 covering an additional estimated costs of this amount,

(d) an amendment to the said previous Order of the Board dated the 13th day of February, 1989, by replacing Schedule "A" thereto with Schedule "A" annexed hereto.

AND WHEREAS it is intended to proceed with the construction of the said local improvements in accordance with the total expenditure and total debentures to be issued as approved by the Ontario Municipal Board.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The construction of the works, more particularly described in Schedule "A" annexed hereto and forming part of this by-law, may be proceeded with under the Local Improvement Act, at an estimated cost not to exceed $60,110.00, in accordance with the Ontario Municipal Board Order dated the 13th day of February, 1989, as amended by Order of the Ontario Municipal Board dated the 21st day of October, 1991.

2. The share or portion of the estimated cost of the works in the amount of $18,171.20 shall be borne by the owners of the lands abutting directly on the works and the estimated cost per metre shall be rated as set out in Schedule "A", annexed hereto and forming part of this By-law, provided that the actual rate per metre shall be specially assessed upon the lots

abutting directly on the works and payable in equal annual instalments until fully paid.

3. The Commissioner of Regional Engineering is hereby authorized to:

   (a) prepare all necessary plans, specifications and reports required for the construction of the works; and

   (b) supervise construction of the works.

4. The Mayor and City Clerk are hereby authorized to execute, on behalf of The Corporation of the City of Hamilton, all contracts necessary for the construction of the works.

PASSED this day of A.D. 19 .

City Clerk Mayor

(1989) 1 R.C.C. 3, December 13, 1988

SCHEDULE "A"

The construction of CONCRETE SIDEWALKS on the east side of Sanatorium Road between Scenic Drive and Bendamere Avenue at the costs not exceeding those set out below:

City's Share	$41,938.80
Owner's Share	18,171.20
TOTAL ESTIMATED COST	$60,110.00
Estimated Cost per metre frontage	$84.00

Fifteen (15) annual instalments

B (viii)

CITY OF HAMILTON

- RECOMMENDATION -

DEC - 5 1991

DATE: 1991 December 4

REPORT TO: Ms. Tina Agnello, Secretary
Transport and Environment Committee

FROM: Ms. P. Noé Johnson
City Solicitor

SUBJECT: By-law to authorize additional expenditure for the construction of Local improvements of concrete sidewalks on the south side of Mohawk Road West from Upper Horning Road to west City limits - $8,410.00
Our File: 110-1.189

RECOMMENDATION:

That City Council enact the attached By-law to authorize additional expenditure for the construction of local improvements of concrete sidewalks on the south side of Mohawk Road West from Upper Horning Road to west City limits.

P. Noé Johnson

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The construction of these local improvements was approved by Council on December 8, 1987, in adopting Item 2 of the 24th Report of the Executive Committee subject to the Ontario Municipal Board's approval to the financing of the work. On Wednesday, April 20, 1988, the Ontario Municipal Board's Order No. E880126 was granted.

On August 15, 1991 the Treasury Department requested the Law Department to make application to the Ontario Municipal Board for additional gross cost authority. No additional debenture authority is being sought as the excess expenditure will be borne by the City of Hamilton and financed from the capital levy. On Monday, October 21, 1991, the Ontario Municipal Board's Order No. E880126 was granted.

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO.

TO AUTHORIZE:

Additional expenditure for the construction of local improvements of concrete sidewalks on the south side of Mohawk Road West from Upper Horning Road to the west City limits, as described in Schedule "A"

WHEREAS the Ontario Municipal Board, by Order dated the 20th day of April, 1988 (File No. E880126) approved,

(a) the construction of concrete sidewalks on the south side of Mohawk Road West from Upper Horning Road to the west City limits, as a local improvement, pursuant to s. 12 of the Local Improvement Act, R.S.O. 1980, c. 250, as amended, at an estimated cost of $5,500.00, and the borrowing of money by way of temporary advances not exceeding in the aggregate such estimated cost pending the sale of debenture, and

(b) the issuance of the necessary debentures to a maximum of $5,500.00 for a term not to exceed twenty (20) years by the Regional Municipality of Hamilton-Wentworth chargeable to the applicant corporation;

AND WHEREAS By-law No. 88-148, passed on the 29th day of June, 1988, authorized proceeding with the construction of the said local improvements and the issue of debentures in accordance with the Ontario Municipal Board Order dated the 20th day of April, 1988;

AND WHEREAS the Ontario Municipal Board, by Order dated the 21st day of October, 1991, (File No. E880126) approved,

(c) an additional expenditure of $8,410.00 covering an additional estimated costs of this amount,

(d) an amendment to the said previous Order of the Board dated the 20th day of April, 1988, by replacing Schedule "A" thereto with Schedule "A" annexed hereto.

AND WHEREAS it is intended to proceed with the construction of the said local improvements in accordance with the total expenditure and total debentures to be issued as approved by the Ontario Municipal Board.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The construction of the works, more particularly described in Schedule "A" annexed hereto and forming part of this by-law, may be proceeded with under the Local Improvement Act, at an estimated cost not to exceed $13,910.00, in accordance with the Ontario Municipal Board Order dated the 20th day of April, 1988, as amended by Order of the Ontario Municipal Board dated the 21st day of October, 1991.

2. The share or portion of the estimated cost of the works in the amount of $2,399.36 shall be borne by the owners of the lands abutting directly on the works and the estimated cost per metre shall be rated as set out in Schedule "A", annexed hereto and forming part of this By-law, provided that the actual rate per metre shall be specially assessed upon the lots

abutting directly on the works and payable in equal annual instalments until fully paid.

3. The Commissioner of Regional Engineering is hereby authorized to:

   (a) prepare all necessary plans, specifications and reports required for the construction of the works; and

   (b) supervise construction of the works.

4. The Mayor and City Clerk are hereby authorized to execute, on behalf of The Corporation of the City of Hamilton, all contracts necessary for the construction of the works.

PASSED this day of A.D. 19 .

City Clerk Mayor

(1987) 24 R.E.C 2, December 8

SCHEDULE "A"

The construction of CONCRETE SIDEWALKS on the south side of Mohawk Road West from Upper Horning Road to west City limits at the costs not exceeding those set out below:

City's Share	$11,510.64
Owner's Share	2,399.36
TOTAL ESTIMATED COST	$13,910.00
Estimated Cost per metre frontage	$84.00

Fifteen (15) annual instalments

BC viii

CITY OF HAMILTON

- RECOMMENDATION -

DEC - 5 1991

DATE: 1991 December 4

REPORT TO: Ms. Tina Agnello, Secretary
Transport and Environment Committee

FROM: Ms. P. Noé Johnson
City Solicitor

SUBJECT: By-law to authorize additional expenditure for the construction of Local improvements of concrete sidewalks on the south side of Barton Street from Kenora Avenue to Centennial Parkway - $5,960.00
Our File: 110-2/89.1

RECOMMENDATION:

That City Council enact the attached By-law to authorize additional expenditure for the construction of local improvements of concrete sidewalks on the south side of Barton Street from Kenora Avenue to Centennial Parkway.

P. Noé Johnson

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The construction of these local improvements was approved by Council on January 30, 1990, in adopting Item 23 of the 2nd Report of the Finance & Administration Committee subject to the Ontario Municipal Board's approval to the financing of the work. On Wednesday, March 7, 1990, the Ontario Municipal Board's Order No. E900186 was granted.

On August 15, 1991 the Treasury Department requested the Law Department to make application to the Ontario Municipal Board for additional gross cost authority. No additional debenture authority is being sought as the excess expenditure will be borne by the City of Hamilton and financed from the capital levy. On Monday, October 21, 1991, the Ontario Municipal Board's Order No. E900186 was granted.

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO.

TO AUTHORIZE:

Additional expenditure for the construction of local improvements of concrete sidewalks on the south side of Barton Street from Kenora Avenue to Centennial Parkway, as described in Schedule "A"

WHEREAS the Ontario Municipal Board, by Order dated the 7th day of March, 1990 (File No. E900186) approved,

(a) the construction of concrete sidewalks on the south side of Barton Street from Kenora Avenue to Centennial Parkway, as a local improvement, pursuant to s. 12 of the Local Improvement Act, R.S.O. 1980, c. 250, as amended, at an estimated cost of $64,000.00, and the borrowing of money by way of temporary advances not exceeding in the aggregate such estimated cost pending the sale of debenture, and

(b) the issuance of the necessary debentures to a maximum of $64,000.00 for a term not to exceed twenty (20) years by the Regional Municipality of Hamilton-Wentworth chargeable to the applicant corporation;

AND WHEREAS By-law No. 90-122, passed on the 8th day of May, 1990, authorized proceeding with the construction of the said local improvements and the issue of debentures in accordance with the Ontario Municipal Board Order dated the 8th day of May, 1990;

AND WHEREAS the Ontario Municipal Board, by Order dated the 21st day of October, 1991, (File No. E900186) approved,

(c) an additional expenditure of $5,960.00 covering an additional estimated costs of this amount,

(d) an amendment to the said previous Order of the Board dated the 8th day of May, 1990, by replacing Schedule "A" thereto with Schedule "A" annexed hereto.

AND WHEREAS it is intended to proceed with the construction of the said local improvements in accordance with the total expenditure and total debentures to be issued as approved by the Ontario Municipal Board.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The construction of the works, more particularly described in Schedule "A" annexed hereto and forming part of this by-law, may be proceeded with under the Local Improvement Act, at an estimated cost not to exceed $69,960.00, in accordance with the Ontario Municipal Board Order dated the 8th day of May, 1990, as amended by Order of the Ontario Municipal Board dated the 21st day of October, 1991.

2. The share or portion of the estimated cost of the works in the amount of $30,622.40 shall be borne by the owners of the lands abutting directly on the works and the estimated cost per metre shall be rated as set out in Schedule "A", annexed hereto and forming part of this By-law, provided that the actual rate per metre shall be specially assessed upon the lots

abutting directly on the works and payable in equal annual instalments until fully paid.

3. The Commissioner of Regional Engineering is hereby authorized to:

   (a) prepare all necessary plans, specifications and reports required for the construction of the works; and

   (b) supervise construction of the works.

4. The Mayor and City Clerk are hereby authorized to execute, on behalf of The Corporation of the City of Hamilton, all contracts necessary for the construction of the works.

PASSED this day of A.D. 19 .

City Clerk Mayor

(1990) 1 R.F.A.C. 23, January 30

SCHEDULE "A"

The construction of CONCRETE SIDEWALKS on the south side of Barton Street from Kenora Avenue to Centennial Parkway at the costs not exceeding those set out below:

City's Share	$39,337.60
Owner's Share	30,622.40
TOTAL ESTIMATED COST	$69,960.00
Estimated Cost per metre frontage	$84.00

Fifteen (15) annual instalments

CCi)

CITY OF HAMILTON

— RECOMMENDATION —

OCT 31 1991

DATE: 1991 October 31

REPORT TO: Miss Tina Agnello, Secretary
Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

SUBJECT: **Sale to Lockwood Motors Limited of One Half of the Alleyway Running North/South from Cannon Street East to Kelly Street between Ferguson Avenue and Elgin Street**

RECOMMENDATION:

a) That an Offer to Purchase, executed by Lockwood Motors Limited (Ronald Lockwood), on October 24, 1991 and scheduled to close sixty (60) days after the enactment of a by-law to sell the closed alleyway between Elgin Street and Ferguson Avenue from Kelly Street to Cannon Street, for the purchase of one half of the alleyway running north/south from Cannon Street East to Kelly Street between Ferguson Avenue and Elgin Street, containing 191.08 square metres (2,056.86 square feet), more or less, be approved and completed. The purchase price of $24,000.00 be credited to Account Number CF 5698 42900200 (Central/Beasley P.R.I.D.E.).

b) That a certified deposit cheque in the amount of $2,400.00 be held by the City Treasurer pending approval of this transaction.

D. W. Vyce

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above recommendation.

BACKGROUND:

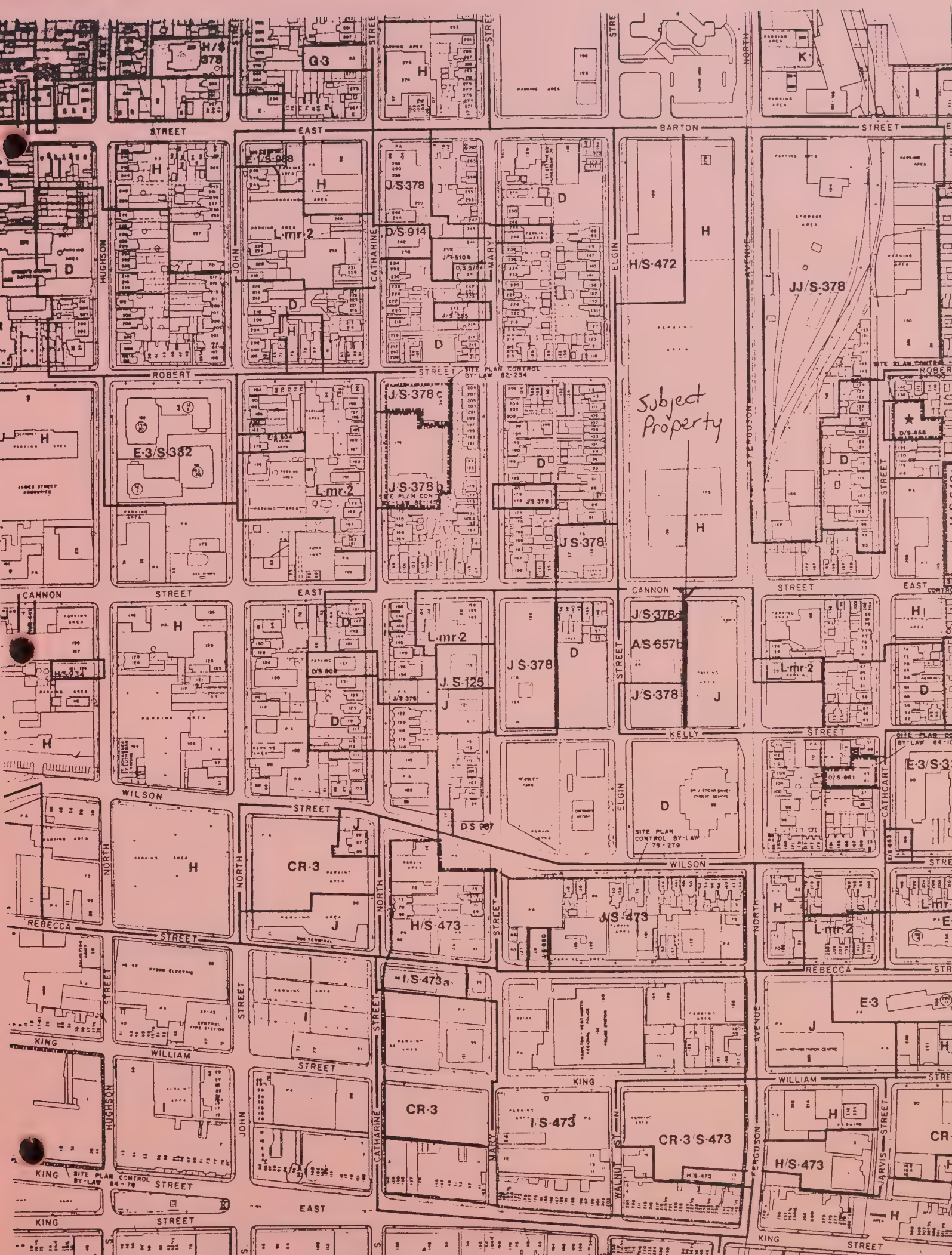
Approval was granted by City Council on August 26, 1986 in adopting Item 26 of the 15th Report of the Transportation and Environment Committee to close the "north/south" public unassumed alleyway south of Cannon Street East between Ferguson Avenue and Elgin Street.

Lockwood Motors Limited, the adjacent owner, has agreed to purchase one half of the alleyway for market value ($20,000.00) and to contribute $4,000.00 to the cost of constructing a solid wood fence along the closed alley.

Attach.

c.c. - Mrs. P. Noé Johnson, City Solicitor
- Mr. E. C. Matthews, Treasurer
- Ms. L. MacNeil, Property Clerk, Surveys
- Mr. J. G. Pavelka, P.Eng., Director of Public Works
Attention: Ms. J. McNeilly
- Mr. L. Dale Turvey, Commissioner of Transportation and Environmental Services
Attention: Mr. J. Clairmont

(4507)


Subject Property
H/S-472
J/S-378
D/S-914
L-mr 2
E-3/S-382
J/S-378c
J/S-378b
J/S-378d
A/S-657b
J/S-125
CR-3
H/S-473
I/S-473a
I/S-473
CR-3/S-473
JJ/S-378
D/S-967
SITE PLAN CONTROL BY-LAW 79-279
SITE PLAN CONTROL BY-LAW 82-234
SITE PLAN CONTROL BY-LAW 84-70
BARTON STREET
ROBERT STREET
CANNON STREET
WILSON STREET
KELLY STREET
REBECCA STREET
KING STREET
WILLIAM STREET
EAST
NORTH
HUGHSON
JOHN
CATHARINE
MARY
ELGIN
FERGUSON AVENUE
CATHCART
JARVIS
WALNUT ST N

C (ii)

CITY OF HAMILTON

— RECOMMENDATION —

NOV 0 7 1991

DATE: 1991 November 6

REPORT TO: Miss Tina Agnello, Secretary
Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

SUBJECT: **Sale of One Foot Reserve - Acadia Drive to 603976 Ontario Limited**

RECOMMENDATION:

That an Offer to Purchase, executed by 603976 Ontario Limited (Dan Valentini, President) on October 28, 1991 and scheduled for closing on or before January 13, 1992, for the purchase of a One Foot Reserve, be approved and completed. The subject property is a 1 foot strip of land along the easterly limit of Acadia Drive, shown as Part 1 on Plan 62R-11934, containing an area of 24.83 square metres (267.27 square feet). The purchase price of $1.00 be credited to Account Number CH 4X501 00107 (Services through Unsubdivided Land).

D. W. Vyce

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

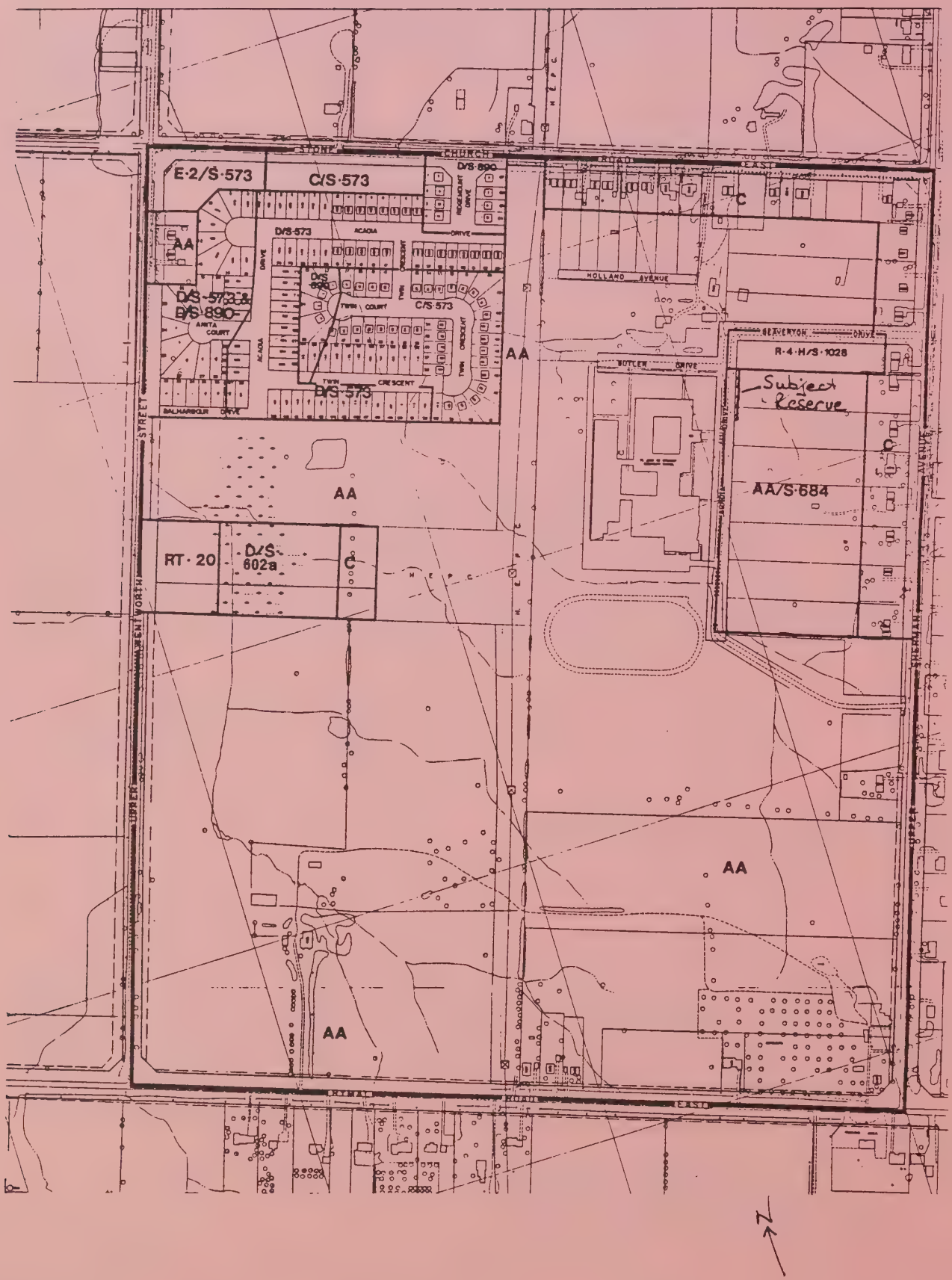
See above recommendation.

BACKGROUND:

The City established a One Foot Reserve along the easterly limit of Acadia Drive, shown as Part 1 on Plan 62R-11934 in order to recover costs for municipal services at the time the abutting lands are to be developed. The developer has compensated the City for these costs and we therefore respectfully recommend that the One Foot Reserve be lifted.

Attach.
c.c. - Mrs. P. Noé Johnson, City Solicitor
- Mr. E. C. Matthews, Treasurer
- Ms. L. MacNeil, Property Clerk, Surveys

(4505)


E-2/S-573
C/S-573
D/S-890
D/S-573
AA
D/S-573 &
D/S-890
C/S-573
D/S-573
AA
AA
RT-20
D/S-602a
C
AA/S-684
R-4-H/S-1028
Subject Reserve
AA
AA
AA
STONE CHURCH ROAD EAST
HOLLAND AVENUE
BEAVERTON DRIVE
BUTLER DRIVE
SHERMAN AVENUE
LOWER SHERMAN STREET
HAYMAN ROAD EAST
ACADIA DRIVE
ACADIA CRESCENT
TWIN CRESCENT
TWIN COURT
ANITA COURT
BALHARBOUR DRIVE
RIDGECREST DRIVE
N

(C Liii)

CITY OF HAMILTON

— RECOMMENDATION —

NOV 07 1991

DATE: 1991 November 6

REPORT TO: Miss Tina Agnello, Secretary
Transport and Environment Committee

FROM: Mr. D. W. Vyce
Director of Property

SUBJECT: **Purchase of Land required for the Extension of Forbes Street from Berardo DiVincenzo, Luigi DiVincenzo and Gianfranco Testa - Part of Property at 11 Forbes Street**

RECOMMENDATION:

a) That an Option to Purchase, executed by Berardo DiVincenzo, Luigi DiVincenzo and Gianfranco Testa on October 28, 1991 and scheduled for closing on or before January 27, 1992, for the purchase of part of the property at 11 Forbes Street required for the extension of Forbes Street in the Blossom Estate Subdivision, be approved and completed. The subject parcel contains 2,376 square feet (.054 acre), more or less, and is shown as Part 5 on Plan 62R-10161. The purchase price of $4.00 be charged to Account Number CH 5X303 00107 (Reserve for City's Share of Services through Unsubdivided Lands - Transportation Capital) in which sufficient funds are available to finalize this transaction.

b) That consideration in the amount of $2.00 has been paid to the owners and forms part of the purchase price.

D. W. Vyce

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The City will establish a One Foot Reserve along the proposed roadway in order to recover its costs for land and services from the abutting developer.

BACKGROUND:

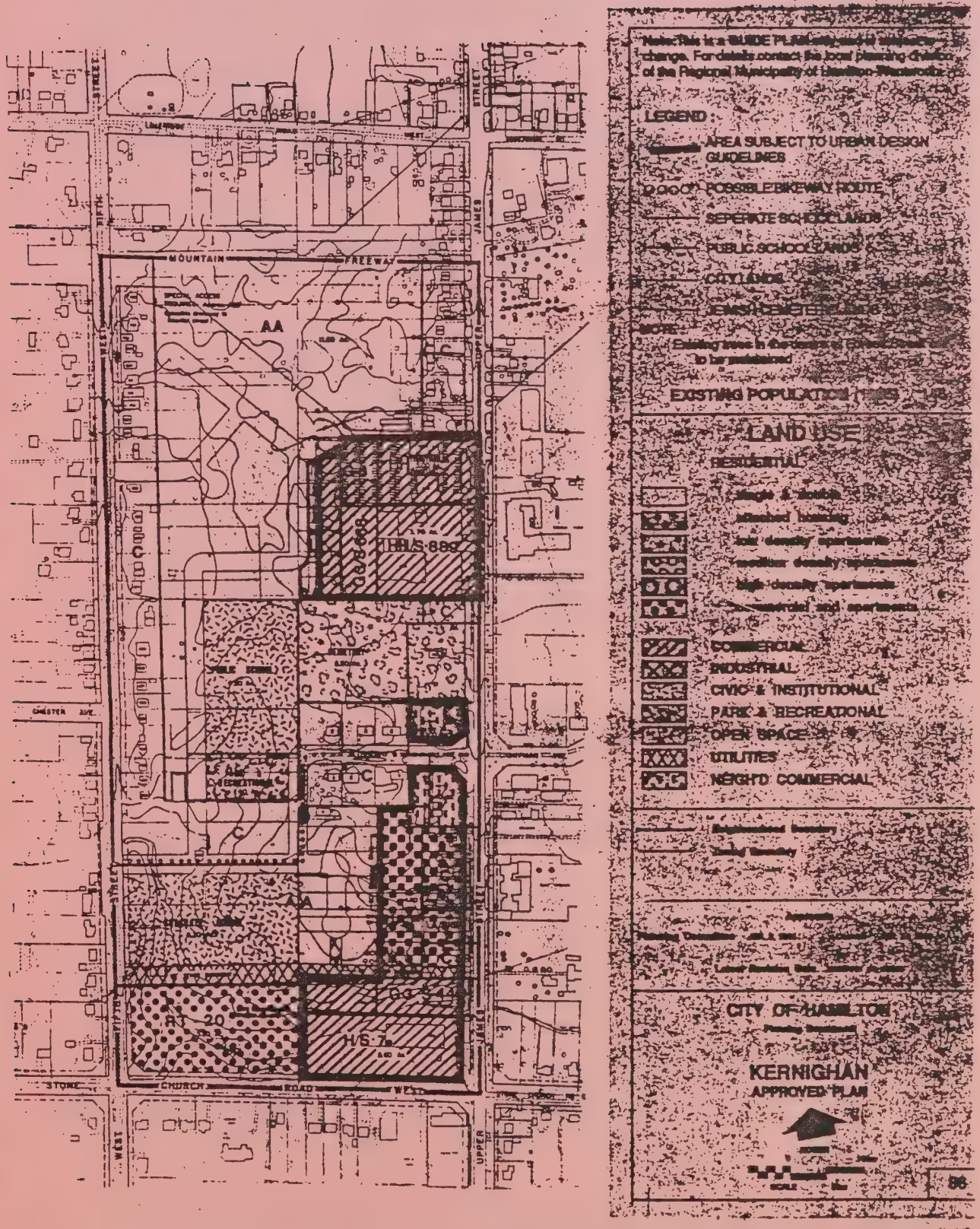
On August 28, 1990, City Council approved Item 2 of the 11th Report of the Transport and Environment Committee authorizing expropriation of these lands as we were unable to negotiate the acquisition.

Subsequent to the above, the owners agreed to convey the portion of their lands required for the extension of Forbes Street. The City will establish a One Foot Reserve along the proposed roadway in order to recover its costs for land and services from the abutting developer.

Attach.

c.c. - Mrs. P. Noé Johnson, City Solicitor
- Mr. E. C. Matthews, Treasurer
- Ms. L. MacNeil, Property Clerk, Surveys

(4509)


Note: This is a GUIDE PLAN only, and is subject to change. For details contact the local planning division of the Regional Municipality of Hamilton-Wentworth
LEGEND:
AREA SUBJECT TO URBAN DESIGN GUIDELINES
POSSIBLE BIKEWAY ROUTE
SEPERATE SCHOOL LANDS
PUBLIC SCHOOL LANDS
CITY LANDS
JEWISH CEMETERY
NOTE:
Existing trees in the area of Cootes Drive to be maintained
EXISTING POPULATION
LAND USE
RESIDENTIAL
single & double
attached housing
low density apartments
medium density apartments
high density apartments
mobile home
COMMERCIAL
INDUSTRIAL
CIVIC & INSTITUTIONAL
PARK & RECREATIONAL
OPEN SPACE
UTILITIES
NEIGH'D COMMERCIAL
CITY OF HAMILTON
KERNIGHAN
APPROVED PLAN
MOUNTAIN
FREEWAY
AA
HM/S-888
HM/S-7
R1 - 20
CHURCH
STONE
CHESTER AVE.
WEST 5th STREET
UPPER JAMES STREET

OPTION TO PURCHASE

BETWEEN: Berardo DiVincenzo
Luigi DiVincenzo
GIANFRANCO TESTA
Luchak, Lofchik & Sullivan
In care of Barristers and Solicitors
P.O. Box 91066, Effort Square Post Office
Hamilton, Ontario L8N 4B3 Attention: Mr. R. DiVincenzo

Hereinafter called "the Owner"
OF THE FIRST PART:

THE CORPORATION OF THE CITY OF HAMILTON

Hereinafter called "the City"
OF THE SECOND PART:

In consideration of the sum of TWO----------DOLLARS ($2.00) paid by the City to the Owner (the receipt whereof is hereby acknowledged) the Owner hereby grants to the City the sole and exclusive option, irrevocable within the time for acceptance herein limited, to purchase the following property owned by the Owner, namely the lands and premises situate in the City of Hamilton in the Regional Municipality of Hamilton-Wentworth and being composed of Part of Lot 5, Margaret MacKay Survey, Registered Plan 427, containing 2,376 square feet (0.054 acre) more or less, shown as Part 5 on attached copy of Plan 62R-10161. Subject parcel forms part of the property known as 11 Forbes Street.

Forming part of this Option to Purchase are Schedule(s) ___ attached hereto.

The purchase price of the said property shall be the sum of FOUR----------DOLLARS ($4.00) of lawful money of Canada.

The sum of $2.00 already paid to (the agent for) the Owner as consideration for the granting of this Option shall be credited to the City and allowed as part of the purchase price.

The Option hereby granted shall be open for acceptance by the City up to, but not after, the ~~5th~~ 21st day of ~~November~~ DECEMBER ~~1991~~ JANUARY 1992, and may be accepted by a letter mailed or delivered to the Solicitor at the above address. In the event that this Option is not accepted this Option and everything herein contained shall be null and void and no longer binding upon any of the parties hereto and the Owner shall be entitled to retain the said sum given as consideration for the granting of this Option.

In the event of and upon the acceptance of this Option by the City this Option and the letter accepting this Option shall then become a binding contract of purchase and sale between the parties hereto and payment of the said purchase price to the Owner shall constitute complete satisfaction to the Owner for all actions, claims and demands of the Owner for compensation for lands expropriated, for compensation for lands injuriously affected, if any, and for costs, if any, to which the Owner may be entitled by reason of the City having passed a by-law or by-laws expropriating the said lands or any part or parts thereof and for damages and costs, if any, by reason of the act, neglect or default by the City or by anyone on its behalf in respect of the said lands.

Provided that the title is good and free from all encumbrances, except as aforesaid and except as to any registered restrictions and covenants that run with the land, provided that such are complied with. The City is not to call for the production of any title deeds, abstract or evidence of title except such as are in the possession of the Owner.

The City is to be allowed 45 days from the date of the acceptance of this Option to examine the title at its own expense. If within that time any valid objection to title is made in writing to the Owner which the Owner shall be unable or unwilling to remove and which the City will not waive the contract arising out of the acceptance of this Option shall, notwithstanding any intermediate acts or negotiations in respect of such objections, be null and void and the deposit (including the sum paid for the granting of this Option) shall be returned by the Owner without interest and he and the agent shall not be liable for any costs or damages. Save as to any valid objection so made within such time the City shall be conclusively deemed to have accepted the title of the Owner to the real property.

The contract arising from the acceptance of this Option shall be completed on or before ~~January 1st~~ MARCH 20 1992 on which date the Owner will convey the said lands to the City or to its nominee by a good and sufficient deed thereof in fee simple, free and clear of all encumbrances, save as aforesaid, and shall deliver vacant possession of the said lands to the City free of all tenancies, leasehold interests or any other rights or interests therein.

Taxes, including Owner's business tax, local improvements, water and sewer rates, etc., to be apportioned and allowed to the date of completion, and no adjustment shall be made for fuel oil.

The Vendor agrees to cancel and terminate all insurance pertaining to the said premises, no later than the actual date and time of closing and prior to the grant, conveyance or transfer of ownership and title to the purchaser, said cancellation and transfer shall be at the full cost and expense of the Vendor.

Pending completion of the sale arising out of the acceptance of this Option the Owner will hold all fire insurance policies and the proceeds thereof in trust for the parties hereto as their interests may appear and in the event of damage to the said premises the City may either take the proceeds of the insurance, if any, and complete the purchase or may cancel this Option whether accepted or not and have all monies theretofore paid (including the sum paid for the granting of this Option) returned without interest.

The Owner covenants and agrees with the City to do nothing to encumber the said property after the execution of this Option by the Owner prior to the completion or other termination thereof, and agrees that the City may, in the presence of the Owner or his representative inspect the property on the said date of completion, prior to closing the transaction.

It is understood and agreed that if the said land is within a redevelopment area, the closing of this transaction is conditional upon the approval of the Minister of Municipal Affairs ad Housing under The Planning Act. It is also understood and agreed that if the said land is within an urban renewal area, the closing of this transaction is conditional upon the approval of Canada Mortgage and Housing Corporation.

Any tender or documents or money may be made upon the parties hereto or their solicitors or agents and shall be either by cash or certified cheque or in the case of payment by the City, by means of the City's uncertified cheque.

This Option is to be read with all changes of gender or number required by its context.

Time shall be of the essence of this Option and of the contract arising from the acceptance thereof which shall enure to the benefit of and be binding upon the parties hereto, their respective heirs, executors, administrators, successors and assigns.

DATED at Hamilton this 28 day of October A.D., 19 91 .

SIGNED, SEALED AND DELIVERED
In the presence of

) _____ (Seal)
) BERARDO DIVINCENZO
)
) _____ (Seal)
) LUIGI DIVINCENZO
)
) _____ (Seal)
GIANFRANCO TESTA

The Undersigned Spouse of the Vendor hereby consents to the disposition evidenced herein pursuant to the provisions of The Family Law Reform Act, 1978, S.O.1978,c.2, as the same may be amended from time to time.

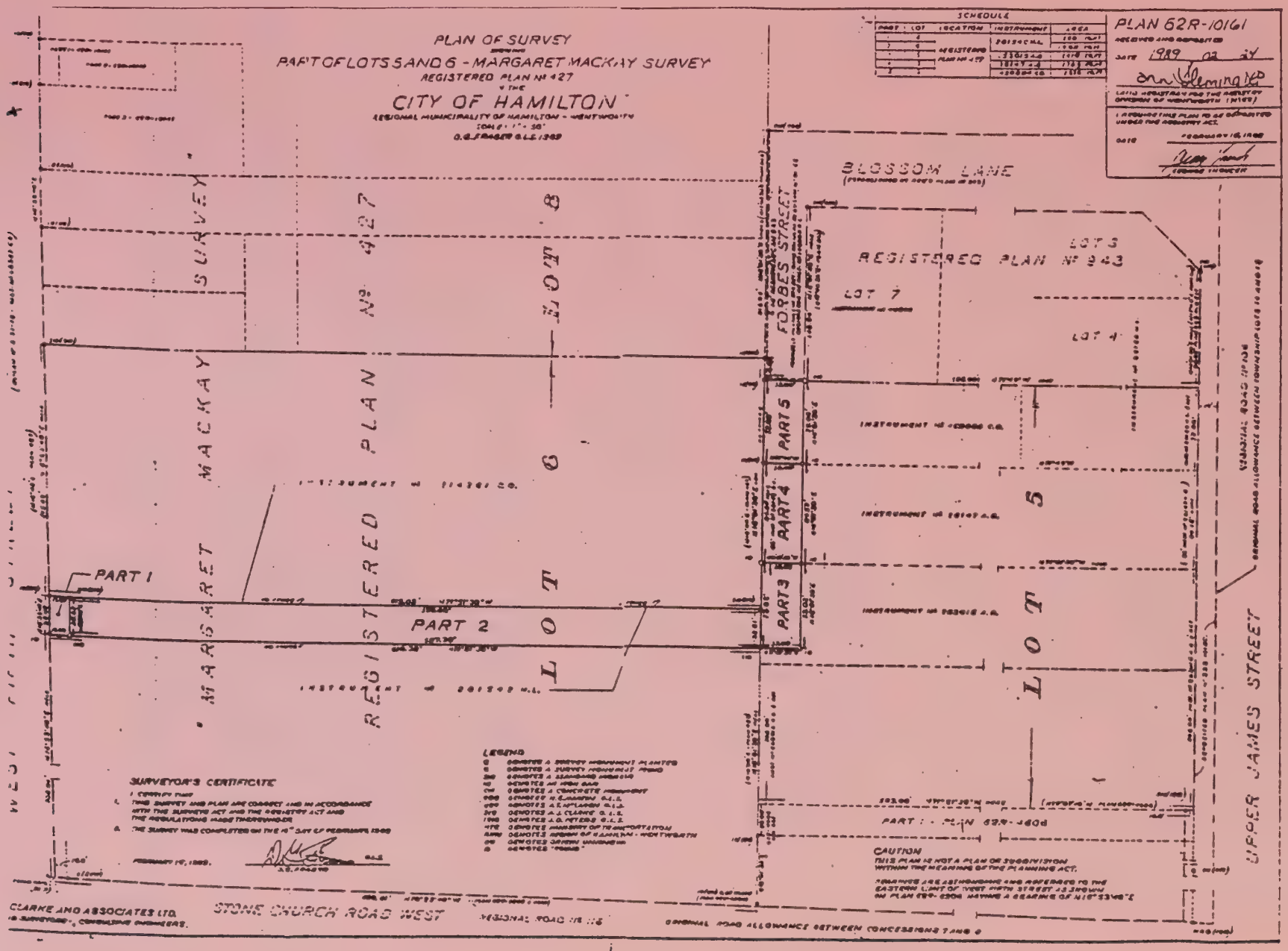
In consideration of the sum of One Dollar ($1.00), (the receipt of which from the City is hereby acknowledged), the Undersigned Spouse of the Vendor hereby agrees with the City that he/she will execute all necessary or incidental documents to give full force and effect to the sale evidenced herein.

Year - Month - Day

Date _____

Witness Spouse (Seal)

9/17/87


PLAN OF SURVEY
PART OF LOTS 5 AND 6 - MARGARET MACKAY SURVEY
REGISTERED PLAN Nº 427
IN THE
CITY OF HAMILTON
REGIONAL MUNICIPALITY OF HAMILTON - WENTWORTH
SCHEDULE
PLAN 62R-10161
BLOSSOM LANE
FORBES STREET
REGISTERED PLAN Nº 943
LOT 7
LOT 6
LOT 5
LOT 4
PART 1
PART 2
PART 3
PART 4
PART 5
MARGARET MACKAY SURVEY
REGISTERED PLAN Nº 427
UPPER JAMES STREET
STONE CHURCH ROAD WEST
REGIONAL ROAD 56
ORIGINAL ROAD ALLOWANCE BETWEEN CONCESSIONS 7 AND 8
SURVEYOR'S CERTIFICATE
LEGEND
CAUTION
THIS PLAN IS NOT A PLAN OF SUBDIVISION
WITHIN THE MEANING OF THE PLANNING ACT.
CLARKE AND ASSOCIATES LTD.

D(i)

CITY OF HAMILTON

NOV 28 1991

- RECOMMENDATION -

DATE: 1991 November 21

REPORT TO: Ms. T. Agnello, Secretary
Transport and Environment Committee

FROM: Mr. T. Bradley
Manager of Purchasing

SUBJECT: SUPPLY AND DELIVERY OF OFFICE FURNITURE, TRAFFIC OPERATIONS CENTRE

RECOMMENDATION:

a) That a purchase order be issued to The Ultimate Source Group, Burlington, in the amount of $63,795.15, for the supply and delivery of office furniture for the Traffic Operations Centre, being the lowest acceptable of seven tenders received, in accordance with specifications issued by the Manager of Purchasing and Vendor's tender, and that this expenditure be financed through Traffic Operations Centre Account No. CF5500-75884100.

b) That, because the official opening of the new centre is January, 1992 and there are long lead times for deliveries, the above has been processed through the emergency procedures of the City of Hamilton Purchasing Policy, that states "An order can be placed upon the approval of two of the following: the Mayor, an appropriate Committee Chairman, the C.A.O. and that any action taken under this provision to be reported to the next regular meeting of City Council".

T. Bradley, Manager of Purchasing

O.K. L.S. 91.11.25

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:
N/A

* Nov. 28/91

BACKGROUND: Tender Analysis

Intefac, Mississauga	$38,469.77 **
CTI Business Furnishings, Mississauga	42,872.48 **
The Landmark Group, Mississauga	46,038.84 **
Lordly Jones, Hamilton	59,858.90 *
Cloke Office Products, Ancaster	62,515.48 *
The Ultimate Source Group, Burlington	63,795.15
SIL & Associates, Oakville	67,395.97 *

* Items bid do not meet specification. ** Incomplete bids and items bid do not meet specification. See correspondence attached.

CORPORATION OF THE CITY OF HAMILTON

MEMORANDUM

****

TO: Mr. T. Bradley
Manager of Purchasing
Treasury Department

YOUR FILE:

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services
Traffic Department

OUR FILE:
PHONE: 546-4580

SUBJECT: Furniture Purchase -
New Traffic Operations Building

DATE: 1991 November 17

In response to the memorandum from Ms. Tesch to Mr. Solomon, I have reviewed the furniture specified for the building by Trevor Garwood-Jones Architects.

It appears that there are two issues. One is a question of the overall quality level chosen for furniture for the new operations centre. The second is whether there are alternate brands or styles of furniture which can provide the specified level of quality at a lower price than the choices recommended by the architect.

Regarding the first issue, the level of quality of the architect's choices is satisfactory and in keeping with the overall quality and style of the new building.
The budget for the new operations centre has been approved by both City and Regional committees. The level of quality is implicit in these approvals. The new centre is well under the original budget, so it would not seem that the quality level chosen by the architect is improper.

With regard to the issue of equal replacements, we have the following comments:

- Avenger Chairs: The architect informs us that the proposed alternative is not as high quality as the original furniture selections. There also appears to be some confusion between the supplier, Purchasing and the architect as to whether the alternate quote was for chairs **with** arms, as was the original quote.

- Tuff-Edge Tables: The architect believes that the small difference in price does not justify altering the original choice.

- Charvoz Chairs: The Curtis alternative, while not quite as high quality appears a viable alternative in view of the much lower price. The substitution of Curtis chairs will depend on 1) being able to obtain the same 60/40 man-made/wool fabric in black; 2) being able

to obtain chairs with full ergonomic features, exactly comparable to those specified for the Charvoz chairs; and 3) the price differential quoted originally still being in effect.

- Storwal Desks: Ms. Tesch of your department has reviewed the Cole alternate and agrees that the Cole desk is not of comparable quality or design to the Storwal. Therefore, Storwal will be ordered.

On this basis, our recommendation is to follow the architect's choices except for the Charvoz chairs.
Would you please proceed with processing the purchase requisitions for the other items. Would you please arrange to have Mr. Solomon provided with the necessary sales literature and sample chairs to evaluate the Curtis alternative, recognizing that time is now becoming critical.

Thank you.

Murray L. Main

c.c. M. Shah
Project Manager

D(ii)

CITY OF HAMILTON

- RECOMMENDATION -

[redacted] 19 1991

DATE: 1991 December 19

REPORT TO: Ms. T. Agnello, Secretary
Transport and Environment Committee

FROM: Mr. T. Bradley
Manager of Purchasing

SUBJECT: SUPPLY AND DELIVERY OF REFLECTIVE SHEETING DURING 1992

RECOMMENDATION:
That a purchase order be issued to 3M Canada Inc., London, for the supply and delivery of reflective sheeting as and when required during 1992, at the unit prices attached, being the only tender received, in accordance with specifications issued by the Manager of Purchasing Vendor's tender,and that this expenditure be financed through Traffic Sign Materials Account No. CH56154 75999.

T. Bradley, Manager of Purchasing

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:
N/A

BACKGROUND:
The estimated expenditure during 1992 is $106,864. This tender was advertised and seven supplier requested to bid. One declined and five did not respond.

Ref: C17-12-91

REFLECTIVE SHEETING - TRAFFIC DEPARTMENT - 1992

GST extra - Provincial sales tax exempt - Prices per yd.

3M CANADA INC. only company to bid

DESCRIPTION

24" x 50 yd. - Yellow	$5.484
- Blue	5.484
- Green	5.484
6" x 50 yd. - Orange	1.371
30" x 50 yd. - Orange	6.855
36" x 50 yd. - Orange	8.226
3/8" x 50 yd. - White	0.057
1/2" x 50 yd. - White	0.114
12" x 50 yd. Pressure Sensitive Removable Scotchcal Black	2.85
1" x 50 yd. Scotchlite White	0.229
6" x 50 yd. White	1.37
8" x 50 yd. White	1.83
12" x 50 yd. White	2.74
18" x 50 yd. White	4.113
24" x 50 yd. White	$5.484
30" x 50 yd. White	6.855
36" x 50 yd. White	8.226
1" x 50 yd. Hi-Intensity Silver	0.965
Pressure Sensitive	
6" x 50 yd. Orange	1.371
12" x 50 yd. White	2.25
Scotchcal Dry Adhesive	
24" x 50 yd. White	9.00
1/2" x 50 yd. Black	0.187
5/8" x 50 yd. Black	0.234
2" x 50 yd. Black	0.75
24" x 50 yd. Red	5.485
4" x 50 yd. Black	1.50
5" x 50 yd. Black	1.875
6" x 50 yd. Black	2.25
12" x 50 yd. Black	$ 2.25
2" x 50 yd. Black	0.375
24" x 50 yd. Black	9.00
30" x 50 yd. Black	11.25
4" x 50 yd. Red/Orange	2.08
12" x 50 yd. White	4.50
24" x 50 yd. White	9.00
8" x 50 yd. Black	3.00
12" x 50 yd. Black	4.50
Scotchcal Pressure Sensitive	
12" x 50 yd. Regional Yellow	3.45
12" x 50 yd. Bus Yellow	3.45
12" x 50 yd. Regional Blue	3.45
Scotchlite Dry Adhesive	
30" x 50 yd. Yellow	6.855
36" x 50 yd. Yellow	8.226
6" x 50 yd. Green	1.371
8" x 50 yd. Green	1.83
24" x 50 yd. High Intensity, Silver	$23.16
Scotchlite High Intensity Silver	
30" x 50 yd.	28.95
36" x 50 yd.	34.74
Scotchlite Dry Adhesive High Intensity Yellow	
24" x 50 yd.	23.16
30" x 50 yd.	28.95
36" x 50 yd.	34.74
2" x 50 yd. Scotchlite Pressure Sensitive White Traffic Cones	1.6

SECTION B

3M Stamark Brand Pavement Tape #5730 or equivalent

- Permanent White Pavement markings

4" x 30 yd.	$2.447
4" x 120 yd.	4.078
8" x 30 yd.	8.157
8" x 120 yd.	8.157

3M Stamark Brand Pavement Tape #5731 or equivalent

- Permanent Yellow Pavement markings

4" x 30 yd.	4.078
4" x 120 yd.	4.078

3M Stamark Brand Pavement Arrows or equivalent

Straight package of 2 3M-SMS 2901	$179.93/pkg.
Left package of 2 3M-SMS 2902L	203.30/pkg.
Right package of 3M-SMS 2902R	203.30/pkg.
Straight/Right Fillet package of 4 3M-SMS 2905R	51.77/pkg.
Straight/Left Fillet package of 4 3M-SMS 2905L	$51.77/pkg.

3M Detour Grade Pavement Tape #5701 or equivalent

- Detour Grade White pavement markings

4" x 30 yd.	4.76
4" x 120 yd.	4.76

3M Detour Grade Pavement Tape #5711 or equivalent

- Detour Grade pavement markings

4" x 30 yd. Yellow	4.76
4" x 120 yd. Yellow	4.76
6" x 40 yd. Black	7.65
Delivery Lead Time	10 days
Discount if total order	N/A

UNABLE TO BID - Acme Signs

OFFICIALS IN ATTENDANCE:
T. Jackson, Alderman
K. E. Avery, City Clerk
J. Avery, Assistant Manager of Purchasing

D(iii)

CITY OF HAMILTON

- RECOMMENDATION -

DEC 0 9 1991

DATE: 1991 December 5

REPORT TO: Ms. T. Agnello, Secretary
Transport and Environment Committee

FROM: Mr. T. Bradley
Manager of Purchasing

SUBJECT: CANADIAN CORPS OF COMMISSIONAIRES PARKING ENFORCEMENT SERVICES FOR 1992, TRAFFIC DEPARTMENT

RECOMMENDATION:
That a purchase order be issued to the Canadian Corps of Commissionaires (Hamilton), Hamilton, for parking enforcement services for 1992, in accordance with specifications issued by the Manager of Purchasing and Vendor's tender, as follows, and that this expenditure be financed through By-Law Services, Traffic By-Law Enforcement Account No. CH56323 75020:

	Hourly Rate
Sergeant	$11.35
Corporal	10.86
Commissionaire	10.43

GST extra at 7%

T. Bradley

T. Bradley, Manager of Purchasing

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:
N/A

BACKGROUND:
This represents a 3% increase to the hourly rate paid to the Commissionaires over the 1991 rates.

DLiv

CITY OF HAMILTON

- RECOMMENDATION -

DEC 10 1991

DATE: 1991 December 6

REPORT TO: Ms. T. Agnello, Secretary
Transport and Environment Committee

FROM: Mr. T. Bradley
Manager of Purchasing

SUBJECT: EXTENSION OF PURCHASE ORDERS

RECOMMENDATION:
That the City exercise its option to extend the following purchase orders to April 30, 1992, originally approved by Council October 29, 1991:

i) Sifto Canada Inc., Mississauga, for the supply and delivery of coarse crushed sodium chloride;

ii) Lakeview Sand & Gravel, Paris, for the supply and delivery of treated sand

T. Bradley, Manager of Purchasing

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:
N/A

BACKGROUND:

Sifto Canada Inc.	$38.12 per tonne including all taxes
Lakeview Sand & Gravel	13.37 per tonne including all taxes picked-up
	16.80 per tonne including all taxes delivered

D(v)

CITY OF HAMILTON

- RECOMMENDATION -

DEC 16 1991

DATE: 1991 December 13

REPORT TO: Ms. T. Agnello, Secretary
Transport and Environment Committee

FROM: Mr. T. Bradley
Manager of Purchasing

SUBJECT: EXTENSION OF LABOUR AND EQUIPMENT RENTAL FOR SNOW REMOVAL

RECOMMENDATION:
That the City exercise its option to extend the purchase orders to April 30, 1994, with the contractors approved by Council July 30, 1991, Item 7 of the Tenth Report for the rental of equipment and labour for snow removal, at the rates attached thereto on Appendix "A".

T. Bradley, Manager of Purchasing

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:
N/A

BACKGROUND:

E(i)

CITY OF HAMILTON

- RECOMMENDATION -

NOV 07 1991

DATE: 1991 October 30
S704-27 L. Ryan

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: L. D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

SUBJECT: Concrete Sidewalk Construction
Limit Revision on Sorrento Place

RECOMMENDATION:

That the limits of concrete sidewalk construction on the east side of Sorrento Place, as approved by City Council on July 30, 1991, be amended as follows:

> That sidewalks be constructed on the east side of Sorrento Place from the north limit of house #39 southerly to Como Drive, and on the west side of Sorrento Place from the north limit of house #40 southerly to Como Drive.

for L. D. Turvey, P. Eng.
Commissioner of Transportation/
Environmental Services

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

On Tuesday, July 30, 1991, in considering the requests of the residents, City Council approved the limits of concrete sidewalk construction on Sorrento Place. Specifically, the east side limits directed construction to commence at Como Drive and terminate at the property line between house #35 and #31.

Cont'd ....

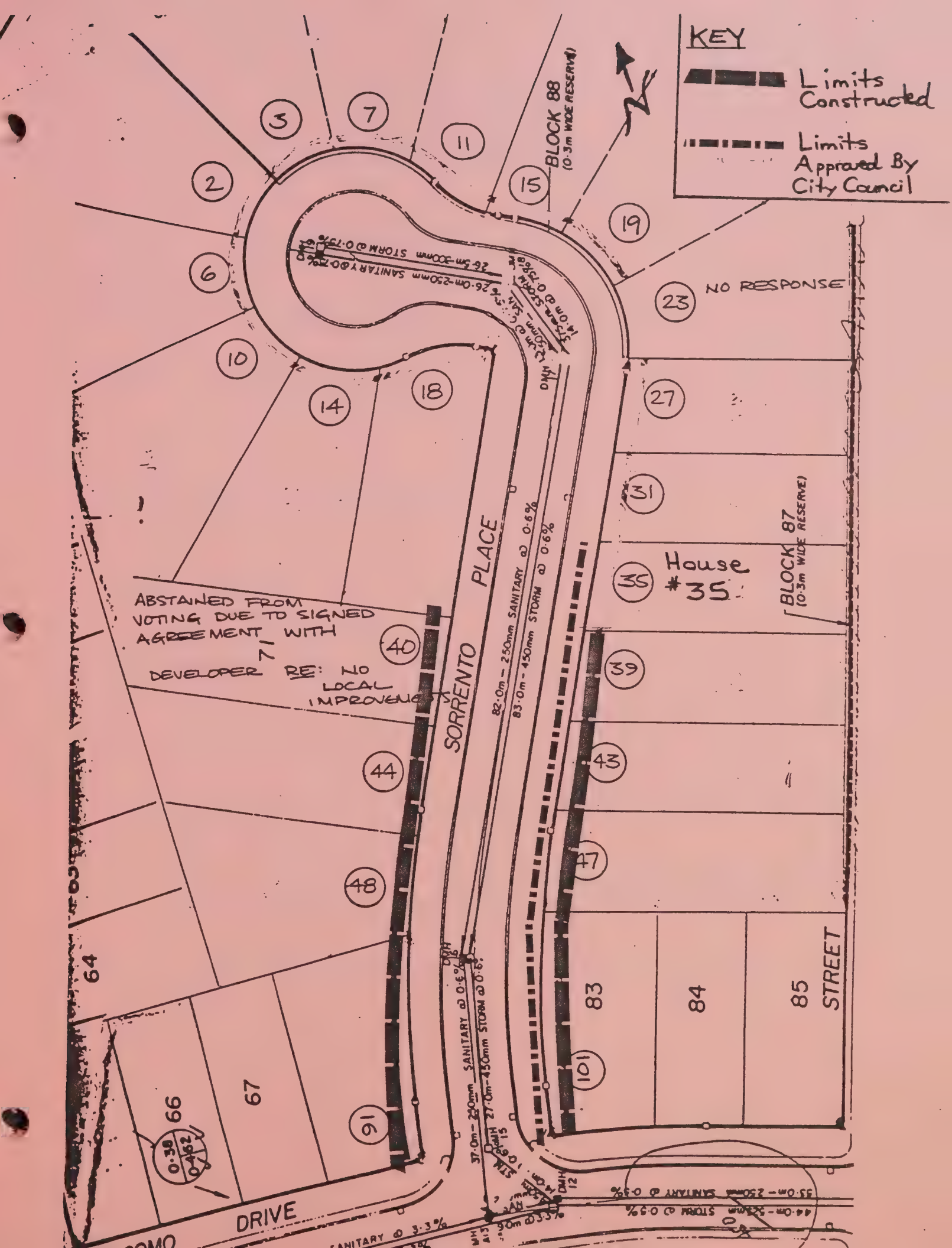
Concrete Sidewalk Construction
Limit Revision on Sorrento Place

Cont'd ....

Upon commencement of construction, the owner of house #35 was made aware that sidewalks would not be constructed on the entire street but would end at his property limit. The owner of this property had signed a petition in favour of sidewalks on both sides of the roadway throughout the cul-de-sac and felt that construction ending between he and his neighbour's property line would not be aesthetically pleasing. Therefore, at the homeowner's request, sidewalks were not constructed in front of house #35 but rather ended at the driveway located between #39 and #35, a more visually acceptable location.

LR:cad

cc: K. Avery, City Clerk


KEY
Limits Constructed
Limits Approved By City Council
BLOCK 88 (10.3m WIDE RESERVE)
BLOCK 87 (10.3m WIDE RESERVE)
SORRENTO PLACE
DRIVE
STREET
NO RESPONSE
House #35
ABSTAINED FROM VOTING DUE TO SIGNED AGREEMENT WITH DEVELOPER RE: NO LOCAL IMPROVEMENTS
26.0m-250mm SANITARY @ 0.75%
26.5m-300mm STORM @ 0.75%
82.0m - 250mm SANITARY @ 0.6%
83.0m - 450mm STORM @ 0.6%
37.0m - 250mm SANITARY @ 0.6%
27.0m - 450mm STORM @ 0.6%
55.0m - 250mm SANITARY @ 0.9%
44.0m - 525mm STORM @ 0.9%
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84
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91
101
0.38
0.462

E(ii)

CITY OF HAMILTON

- RECOMMENDATION -

NOV 11 '91

DATE: 1991 November 8
T103 03 (182) J. K. Clairmont

REPORT TO: T. Agnello, Secretary
Transportation and Environment Committee

FROM: L. D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

SUBJECT:

Proposed Walkway Closure Lisgar Neighbourhood
Between Larch Street and Northgate Drive

RECOMMENDATION:

That Section 26 of the 14th Report of the Transport and Environment Committee adopted by City Council on July 22, 1986, authorizing the City Solicitor to make application to a County Court Judge under Section 82 of the Registry act, R.S.O. 1980, for an order closing the Public Walkway from Larch Street to Northgate Drive as shown on Plan M-89 between Lots 150 and 151, on Reference Plan 62R-8822 be deleted in its entirety and replaced with the following:

i) That the Commissioner of Transportation/Environmental Services be directed to prepare a By-Law for the stopping up, closing and sale of the Public Walkway from Larch Street to Northgate Drive.

ii) That the Commissioner of Transportation/Environmental Services be directed to publish a notice pursuant to Section 301 of the Municipal Act R.S.O. 1980, of City Council's intention to pass the By-Law;

iii) That the Director of Property be directed to proceed with the disposition of the said lands to the abutting owners;

Cont'd...

**Proposed Walkway Closure Lisgar Neighbourhood
Between Larch Street and Northgate Drive**

Cont'd...

iv) That the Commissioner of Transportation/Environmental Services register a reference plan under the Registry Act, to delineate the manner in which the closed lands are to be distributed to the abutting owners.

for L.D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The subject walkway has been shown in the Lisgar Neighbourhood Plan since its approval in 1967. The walkway was constructed in 1972 to provide pedestrian access for the residents on Northgate Drive.

On July 22, 1986 Council directed the City Solicitor to make application to a County Court Judge for an order to stop up and close the walkway. In March of 1991 the Law Department informed this Department that municipal funds had been expended on the subject alleyway, therefore taking away the jurisdiction of the County Court Judge under Section 82 of the Registry Act.

The Law Department has advised that we seek approval of Council for closure by By-Law.

Since it has now been established that municipal funds have been expended on the walkway and that the Law Department has advised that the closure be by By-law, this Department has no objection.

JKC/cb

cc: A. Zuidema, Law Department
cc: M.J.C. Watson, Property Department

E(iii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 December 30
T103-23(5) J. K. Clairmont

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT: Temporary Change of Depew Street between Burlington Street and Gertrude Street from Two-Way to One-Way South on Sunday, December 15, 1991

RECOMMENDATION:

1. That the action of the Commissioner of Transportation/Environmental Services in approving the application of Dofasco Incorporated to temporarily change Depew Street from a two-way street to a one-way street between Burlington Street and Gertrude Street, on Sunday December 15, 1991 from 8:00 a.m. to 5:00 p.m. to facilitate their "Annual Christmas Party" be approved, subject to the following conditions:

a) That the applicant receive "Temporary Street Closure Application" approval from Regional Police Services, Traffic Division, and that all barricading, detour signing and traffic control be subject to the direction of Regional Police Services, and that all actual costs be at the expense of the organizing group;

b) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department; on the affected roadways, if deemed appropriate, at the expense of the organizing group;

c) That the applicant ensure that clean-up operations will be carried out immediately before the re-opening of the roads, at no cost to the City;

d) That the applicant provide proof of $2,000,000 public liability insurance, naming the City as an added insured party with a provision for cross liability, and holding the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;

Cont'd...

Temporary Change of Depew Street between Burlington Street and Gertrude Street from Two-Way to One-Way South on Sunday, December 15, 1991

Cont'd...

e) That the applicant reimburse Regional Police Services, Regional Engineering Department, City of Hamilton Traffic Department and any other agency for any costs incurred by these agencies as a result of this event;

f) That no property owner or resident within the barricaded area be denied access to their property if requested;

g) That all property owners and tenants along the closed portion of the route be notified of the change in the street direction, by the applicant at least four weeks prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services;

be endorsed.

2. That the Commissioner of Transportation/Environmental Services be authorized to approve similar requests by Dofasco for this event in subsequent years, subject to the above-noted conditions.

per E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

Although there is no written policy, it has been Council's practice to approve such requests, provided that there is no cost to the City as a result, and the events are under the supervision of the Regional Police Services.

We have circularized notice of this event to all affected municipal departments and have received no objection. Regional Police Services has reviewed the route and indicate that appropriate traffic control and detour routes can be provided for the event.

Council approved a similar application last year.

JKC:sw
cc: Staff Sgt. M. Heddle, Regional Police Services
cc: J. G. Pavelka, Director, Department of Public Works
cc: M. Main, Director, Traffic Services
cc: Alderman D. Drury
cc: Alderman B. Hinkley

E(iv)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 November 8 NOV 0 8 1991
S705-12 L. MacNeil

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: L. D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

SUBJECT:

Incorporating certain City lands into various streets by By-Law.

RECOMMENDATION:

a) That the following City lands be incorporated into the various streets as noted below:

Elmore Drive	Part of Block "F", Plan 62M-273
Annabelle Street	Parts 1,2,4 on Plan 62R-11658
	- and Part 1 on Plan 62R-11755

b) That the By-Laws attached to this report to carry out the incorporation of the said lands into the foregoing streets be enacted by Council.

c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-laws.

for L. D. Turvey, P. Eng.
Commissioner of Transportation/
Environmental Services

Cont'd .....

Cont'd .....

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

To complete the final street width or provide access to newly registered subdivision developments it is necessary to incorporate City lands into the road allowance as indicated in Schedule 'A', below.

SCHEDULE "A"

Incorporating into Street Name	Description of Lands being Incorporated	Financial Implications	Reason for being Incorporated	File No.
Elmore Drive	Part of Block "F", Plan M-273, designated as Part 3 on Plan 62R-9530	N/A	To complete the final width of Elmore Drive in that area & provide access from Part 2, 62R-9530 and from Elmore Drive as established by Plan M-279	S610-03
Annabelle Street	Part of Lots 17 to 25 (both inclusive), R.P. 823 and part of Lots 9, 10,11,12, R.P. 947, designated as Parts 1, 2 and 4, Plan 62R-11658 and part of Lot 16, R.P. 823, designated as Part 1 on Plan 62R-11755	N/A	To provide access from the abutting lands to Chester Avenue.	

/ljm
Encl.

cc: Mr. K. E. Avery, City Clerk
Att: R. Morrison (encl.)
cc: Mr. F. Angelici, Planning Department

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 91-

TO INCORPORATE PARTS 1,2 and 4, PLAN 62R-11658
AND PART 1, PLAN 62R-11755
INTO ANNABELLE STREET

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 298 of The Municipal Act, R.S.O. 1980, Chapter 302 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Annabelle Street by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Annabelle Street.

Part of Lots 17 to 25 (both inclusive), Registered Plan No. 823 and part of Lots 9,10,11 and 12, Registered Plan No. 947, designated as Parts 1,2 and 4 on Plan 62R-11658 and part of Lot 16, Registered Plan No. 823, designated as Part 1 on Plan 62R-11755.

City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Regional Engineering or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1991.

K. E. Avery
City Clerk

R. Morrow
Mayor

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 91-

TO INCORPORATE PART 3, PLAN 62R-9530
INTO ELMORE DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 298 of The Municipal Act, R.S.O. 1980, Chapter 302 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Elmore Drive by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Elmore Drive.

Part of Parcel 1' Reserves -1'
Section M-279

Being part of Block "F", Plan 62M-279, designated as Part 3, Plan 62R-9530

City of Hamilton

Regional Municipality of Hamilton-Wentworth

being part of the Parcel.

2. The Commissioner of Regional Engineering or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1991.

K. E. Avery
City Clerk

R. Morrow
Mayor

E(v)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 November 8
T103-50 (175) J. K. Clairmont

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: L. D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

SUBJECT: Rescind Approval to Close the Unassumed North/South Alleyway from Brucedale Avenue and Fennell Avenue between East 25th and East 26th Streets

RECOMMENDATION:

That the approval granted by City Council on October 8, 1985 in adopting Item 31, of the 17th Report of the Transport and Environment Committee to close the unassumed north/south alleyway from Brucedale Avenue and Fennell Avenue between East 25th Street and East 26th Street, be deleted in its entirety.

Ted Gall

for L. D. Turvey, P. Eng.
Commissioner of Transportation/
Environmental Services

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

Cont'd...

Rescind Approval to Close the Unassumed North/South Alleyway
from Brucedale Avenue and Fennell Avenue between East 25th and East 26th Streets

Cont'd...

BACKGROUND:

On October 8, 1985, Simpson and Watson, Solicitors on behalf of Y. Mouskos, an abutting owner of the above-mentioned alleyway, applied to have the alleyway closed. City Council on October 8, 1985, approved the request. Simpson and Watson have informed the Law Department that Y. Mouskos has sold the property and they have requested that the previous Council decision be rescinded. This Department has no objection.

JKC:cad

cc: A. Zuidema, Law Department
cc: M. C. J. Watson, Property Department

E (vi)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 November 8
T103-50 (253) J. K. Clairmont

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: L. D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

SUBJECT: Rescind Approval to Close the Unassumed North/South Alleyway West of East 16th Street between Inverness Avenue and Thayer Avenue, Inch Park Neighbourhood

RECOMMENDATION:

That the approval granted by City Council on October 25, 1988, in adopting Item 6, of the 15th Report of the Transport and Environment Committee to close the unassumed north/south alleyway west of East 16th Street between Inverness Avenue and Thayer Avenue, Inch Park Neighbourhood, be deleted in its entirety.

Ted Gall
for L. D. Turvey, P. Eng.
Commissioner of Transportation/
Environmental Services

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

Cont'd...

Rescind Approval to Close the Unassumed North/South Alleyway between Thayer Ave. and Inverness Ave.

Cont'd...

BACKGROUND:

On August 27, 1988, Mr. T McGuire, agent for the owners abutting the proposed alley closure, applied to have the unassumed north/south alleyway between Thayer Ave. and Inverness Ave. closed. City Council approved that application on October 25, 1988.

We have been advised by the City of Hamilton Law Department that Mr. McGuire has written to that Department requesting closure approval be rescinded.

Since the applicant has requested the Council approval be rescinded, this Department has no objection.

JKC:cad

cc: A. Zuidema, Law Department
cc: M. C. J. Watson, Property Department

E(vii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 November 8
T103-50 (255) J. K. Clairmont

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: L. D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

SUBJECT: Rescind Approval to Close the Unassumed North/South Alleyway South of Dunsmure Between Melrose and Prospect

RECOMMENDATION:

That the approval granted by City Council on March 28, 1989 in adopting Item 17, of the 7th Report of the Transport and Environment Committee to close the unassumed north/south alleyway south of Dunsmure Road between Melrose Avenue South and Prospect Avenue South, be deleted in its entirety.

Ted Gall
for L. D. Turvey, P. Eng.
Commissioner of Transportation/
Environmental Services

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

Cont'd...

Rescind Approval to Close the Unassumed North/South Alleyway South of Dunsmure between Melrose and Prospect

Cont'd...

BACKGROUND:

On November 10, 1988 Mr. and Mrs. N. Lattanzi applied to have the above-noted alleyway closed and Council approved that application.

We have been advised by the City of Hamilton Law Department that Mr. and Mrs. Lattanzi now wish to have the Council decision rescinded.

Since the applicant has requested the Council approval be rescinded, this Department has no objection.

JKC:cad

cc: A. Zuidema, Law Department
cc: M. C. J. Watson, Property Department

E(viii)

CITY OF HAMILTON

- RECOMMENDATION -

NOV 0 8 1991

DATE: 1991 November 8
S707-52 D. Christilaw

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: L. D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

SUBJECT:

1991 Servicing Expenditures Related to Subdivision

RECOMMENDATION:

i) that the additional funding in the amount of $1,300.00 for the City's share of municipal services in "Gagliano Gardens" subdivision be approved.

ii) that the Finance and Administration Committee recommend the source of funding.

L. D. Turvey, P.Eng.
Commissioner of Transportation/
Environmental Services

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The City's share for services in this development were previously approved by City Council in 1986. Based on the final payments for all of the City's share of services in this subdivision an additional amount of $1,300.00 is necessary to cover the City's portion of the roadway costs. Therefore it is being recommended that these funds be approved.

cc: E. Matthews, City Treasurer
cc: J. Thompson, Secretary, Finance & Administration Committee

E(ix)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 December 24
T103-14 L. Ryan

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT:

Revision of Annual Charges for Overweight Permits.

RECOMMENDATION:

a) That the existing 1991 charges per metric tonne of overload be amended for 1992 as follows:

Type of Vehicle	1991 Charge	% Increase	1992 Charge
Tractor Trailer	$127.00	3.0%	$131.00
Single Unit Truck	$212.00	3.0%	$218.00

b) That the above fees be reviewed each year.

Ted Gill
E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above "Recommendations".

Cont'd...

Revision of Annual Charges for Overweight Permits.

Cont'd...

BACKGROUND:

Traffic By-Law No. 89-72 provides for the issuance of annual permits for any overweight vehicle travelling on City Streets, provided a fee has been forwarded to the City Treasurer for the weight in excess of that permitted by the Highway Traffic Act.

Currently the fee for each tonne is $127.00 for tractor trailer combinations and $212.00 in the case of a single unit.

As recommended by your Committee and approved by City Council on January 29, 1991, the above-noted rate has to be revised to reflect the variation in construction costs of a standard 8.5 m wide roadway.

LR/cb

cc: P. Noe Johnson, City Solicitor
cc: E. C. Matthews, City Treasurer
cc: M. Main, Traffic Department

E(x)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 December 27
T103-14 G. Aston

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT:

Annual Overload Permit
Muscillo Transport Limited

RECOMMENDATION:

a) That in accordance with By-Law 89-72, that Muscillo Transport Limited be given an Annual Overload Permit for the year 1992 for eight (8) tractor trailers to travel upon Wilcox Street, Windermere Road, and Strathearne Avenue ; and,

b) That 11% of the total fee of $6,288.00, or $692.00, be credited to City account No. 25827011 (Overload Permit Fees), and that 89% or $5,596.00 be credited to Regional Account No. 46025-301502.

E. Aston

E.M. Gill, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Eight(8) vehicles carrying 6.0 tonnes overload each at the 1992 $131.00 overload charge per tonne results in a total fee of $6,288.00 of which 11% or $692.00 relates to City streets and 89% or $5,596.00 relates to Regional roads.

Cont'd .....

Annual Overload Permit
Muscillo Transport Limited

Cont'd .....

BACKGROUND:

We have received a request from Muscillo Transport Limited for an Annual Overload Permit for eight (8) tractor trailer units to haul slag from Dofasco and Stelco along Wilcox Street, Burlington Street, Parkdale Avenue, Windermere Road, Strathearne Avenue, Woodward Avenue and Eastport Drive. Each truck will make approximately ten (10) trips per day.

We have reviewed the vehicles and in accordance with By-Law 89-72 and the related current regulations of the Highway Traffic Act, find that the overloads and the related permit fee is as follows.

Eight (8) vehicles - 6.0 tonnes overload each at $131.00 per tonne = $6,288.00.

LR:ja

cc: R. Pietroniro, Regional Finance
cc: R. Hayes, City Treasury Department

E(xi)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 December 30
T103-14 L. Ryan

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: E.M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT:

Annual Overload Permit
Willis Transport Incorporated

RECOMMENDATION:

a) That in accordance with By-Law 89-72, that Willis Transport Incorporated be given an Annual Overload Permit for the year 1992 for two (2) tractor trailers to travel upon Strathearne Avenue and Ferguson Avenue, and;

b) That 15% of the total fee of $2,358.00 or $354.00 be credited to City account No. 25827011 (Overload Permit Fees), and that 85% or $2,004.00 be credited to Regional Account No. 46025-301502.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Two (2) vehicles carrying 9.0 tonnes overload each at the 1992 $131.00 overload charge per tonne results in a total fee of $2,358.00 of which 15% or $354.00 relates to City streets and 85% or $2,004.00 relates to Regional roads.

for E.M. Gill, P.Eng.

BACKGROUND:

We have received a request from Willis Transport Incorporated for an Annual Overload Permit for two(2) tractor trailer units to haul slag from Dofasco along Burlington Street and Strathearne Avenue. A maximum of five (5) overloaded trips per day will be made.

Annual Overload Permit
Willis Transport Incorporated

Cont'd

We have reviewed the vehicles and in accordance with By-Law 89-72 and the related current regulations of the Highway Traffic Act, find that the overloads and the related permit fee is as follows.

Two (2) vehicles - 9.0 tonnes overload each at $131.00 per tonne = $2,358.00.

LR:lm

cc: R. Pietroniro, Regional Finance
cc: R. Hayes, City Treasury Department

E (xii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 December 17
T103-23(9) J.K. Clairmont

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: E.M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT:

Banner Display Application

RECOMMENDATION:

That the action of the Commissioner of Transportation/Environmental Services be confirmed in authorizing:

The Women's Centre of Hamilton-Wentworth (80 Augusta Street Hamilton, L8N 1R2) to display a promotional banner across Main Street West, in front of City Hall from November 25, 1991 to December 2, 1991, with the following message:

WIFE ASSAULT PREVENTION MONTH - END VIOLENCE AGAINST WOMEN
CALL THE WOMEN'S CENTRE 522-0127

Ted Gill
E.M. Gill, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

cont'd...

Banner Application

BACKGROUND:

An application was received from the Women's Centre of Hamilton-Wentworth requesting permission to display a promotional banner across Main Street, in front of City Hall. The policy guidelines and conditions as approved by Council on October 29, 1986 and January 13, 1987 will apply to this application. This application is being presented to your Committee because the Women's Centre of Hamilton-Wentworth has never erected a banner before , and Council direction is that new applicants be reviewed by Council the first time through the process.

JKC:ja

cc: H. Reinhold, Department of Public Works

E(xiii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 December 24
E463-01 D. Christilaw

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT: Discharge of Easement known as Instrument No. 37834 A.B. over a part of the Lands of Maurice C. Carter Holdings Ltd., 155 Cannon Street East, Hamilton

RECOMMENDATION:

a) That the Mayor and City Clerk be authorized and directed to execute the required documentation to discharge an easement, known as Instrument No. 37834 A.B., for "Air Rights" affecting the lands of Maurice C. Carter Holdings Ltd. at 155 Cannon Street East, Hamilton; and

b) That the City Solicitor be authorized and directed to prepare and register the necessary discharge documentation.

Ted Gill
E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The existing easement over the subject property is no longer required and should be discharged. The City does not need to maintain interest in this easement because the proposed north end freeway in this area has been cancelled.

Cont'd...

Discharge of Easement known as Instrument No. 37834 A.B.
over a part of the Lands of Maurice C. Carter Holdings Ltd.,
155 Cannon Street East, Hamilton

Cont'd...

BACKGROUND:

The property municipally known as 155 Cannon Street East, Hamilton is owned by Maurice C. Carter Holdings Ltd. (also known as Maurice Carter Chevrolet Oldsmobile Limited). These lands are basically bounded by Cannon Street East, Ferguson Avenue, Barton Street East and Elgin Street.

In the 1960's, the City of Hamilton was planning to construct an elevated freeway across the lower City. In the area of the "Carter" property the elevated freeway was planned to run in an east-west direction between Cannon Street and Barton Street. In 1966 the City obtained from Maurice C. Carter Holdings Ltd. an easement for "air rights" which permitted the construction of the elevated freeway above these lands. This project has since been cancelled and there are no further plans to proceed with the elevated freeway.

Maurice C. Carter Holdings Ltd. is now proposing to develop their lands with a variety of residential and commercial buildings and would like to have the easement discharged because it would interfere with their proposals. Since the "air rights" easement is no longer required for a freeway, there is no objection to the discharge of the easement.

DVC:kk

cc: P. Noe Johnson, City Solicitor

F(i)
(a)

CITY OF HAMILTON

- RECOMMENDATION -

NOV 0 5 1991

DATE: 1991 October 10

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Greenaway Avenue between Cannon Street and Wilson Street - Parking Regulations. [TEC-238-91]

RECOMMENDATION:

a) That the existing "Alternate Side Parking" regulation on Greenaway Avenue between Cannon Street and Wilson Street be removed; and

b) That a "No Parking" regulation be implemented on the west side of Greenaway Avenue between Cannon Street and Wilson Street; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

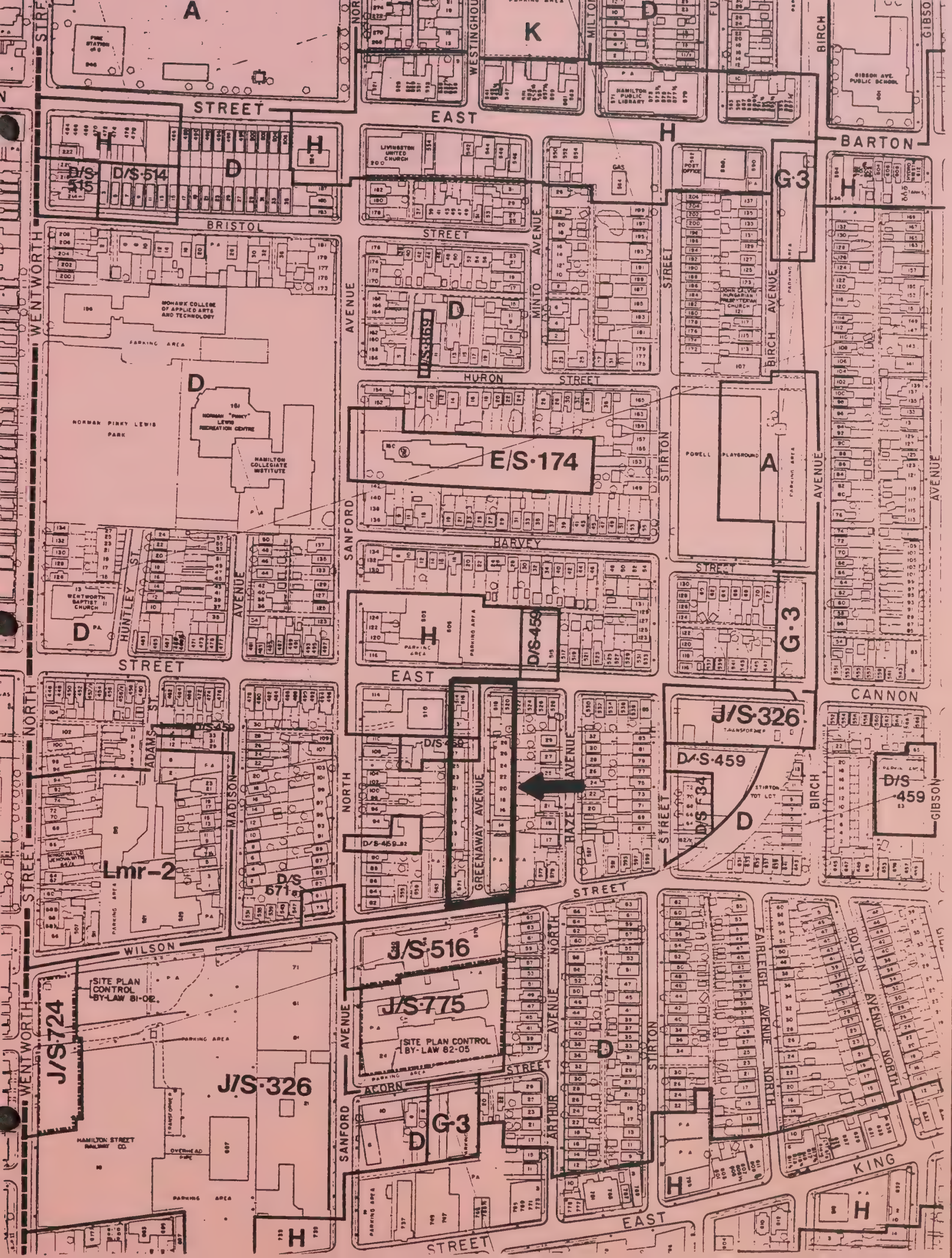
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of 11 of the 20 one, two and three family dwellings abutting Greenaway between Cannon and Wilson, requesting that the existing "Alternate Side Parking" regulation be removed and that parking be prohibited at all times on the west side of the street. Nine of the residents who signed the petition are in favour of the requested regulation and two have no opinion respecting this matter. The Traffic Department has contacted three additional residents, two are in favour and one is opposed to the requested regulation.

Greenaway has 28 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this block. The resident who circulated the petition has expressed concern regarding the lack of available parking when parking is permitted on the west side. He has stated that there are more parking spaces on the east side of the street than there are on the west side of the street. The Traffic Department has confirmed that this is the case. Therefore, since 55% of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request.


STREET
EAST
BARTON
BRISTOL
STREET
WENTWORTH
AVENUE
SANFORD
MINTO
AVENUE
STREET
BIRCH
AVENUE
HURON
STREET
STIRTON
AVENUE
HARVEY
STREET
HUNTLEY ST.
AVENUE
STREET
EAST
CANNON
NORTH
ADAMS ST.
MADISON
STREET
GREENAWAY AVENUE
HAZEL
AVENUE
STREET
BIRCH
GIBSON
WILSON
STREET
NORTH
AVENUE
ARTHUR
AVENUE
NORTH
STIRTON
STREET
FAIRLEIGH
AVENUE
NORTH
HOLTON
AVENUE
NORTH
KING
EAST
STREET
ACORN
SANFORD
AVENUE
WENTWORTH
STREET
NORTH
D/S-514
D/S-515
E/S-174
D/S-459
D/S-459
D/S-459

F(ii)
(a)

CITY OF HAMILTON

- RECOMMENDATION -

NOV 0 8 1991

DATE: 1991 October 28

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

North side of Maplewood Avenue, west of Balsam Avenue South - Parking Regulations. [TEC-258-91]

RECOMMENDATION:

a) That the existing "No Stopping" corner clearance on the north side of Maplewood Avenue which commences at Balsam Avenue South and extends to a point 66 feet westerly therefrom, be shortened, such that the regulation commences at Balsam Avenue South and extends to a point 46 feet westerly therefrom; and

b) That the City Traffic By-law 80-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Don Drury has requested that the existing corner clearance on the north side of Maplewood, west of Balsam, be shortened to provide an additional on-street parking space. The subject corner clearance was recently implemented to improve visibility for southbound motorists on Balsam attempting to enter Maplewood.

An investigation has revealed that the subject corner clearance could be shortened by approximately 20 feet to restore one on-street parking space without seriously affecting visibility at this intersection. Therefore, the Traffic Department concurs with the request.


MAIN STREET EAST
BARNESDALE BLVD.
FAIRHOLT RD.
CARRICK AVE.
SPADINA AVE.
MELROSE AVE.
PROSPECT ST.
LEINSTER AVENUE
BALSAM AVE.
CONNAUGHT AVE.
S
E-2/S-895
H/S-577
H/S-733a
E/S-86
D/S-209
D/S-880
E/S-80
E/S-35
Lmr-2
D/S-476
M-14
C
D
E
H
G3
JJ
J
RAILWAYS
MAPLEWOOD AVENUE
ROSELAND AVE
AFTON AVENUE
CUMBERLAND AVENUE
ELM STREET
SPRINGER AVENUE
ASHFORD BLVD
ALBERT STREET
SOUTH STREET
BLAKE STREET
NORWAY AVENUE
LORNE AVENUE
GILMOUR PLACE
PROSPECT AVENUE
CEDAR AVENUE
BALSAM AVENUE
ST. PETER'S GERIATRIC HOSPITAL
ECOLE NOTRE DAME SEPARATE SCHOOL
SITE PLAN CONTROL BY-LAW BI-116

F(iii)(a)

NOV 08 1991

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 October 30

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

West 2nd Street between McElroy Road West and Wembley Road - Parking Regulations. [TEC-250-91]

RECOMMENDATION:

a) That a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on both sides of West 2nd Street between McElroy Road West and Wembley Road; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

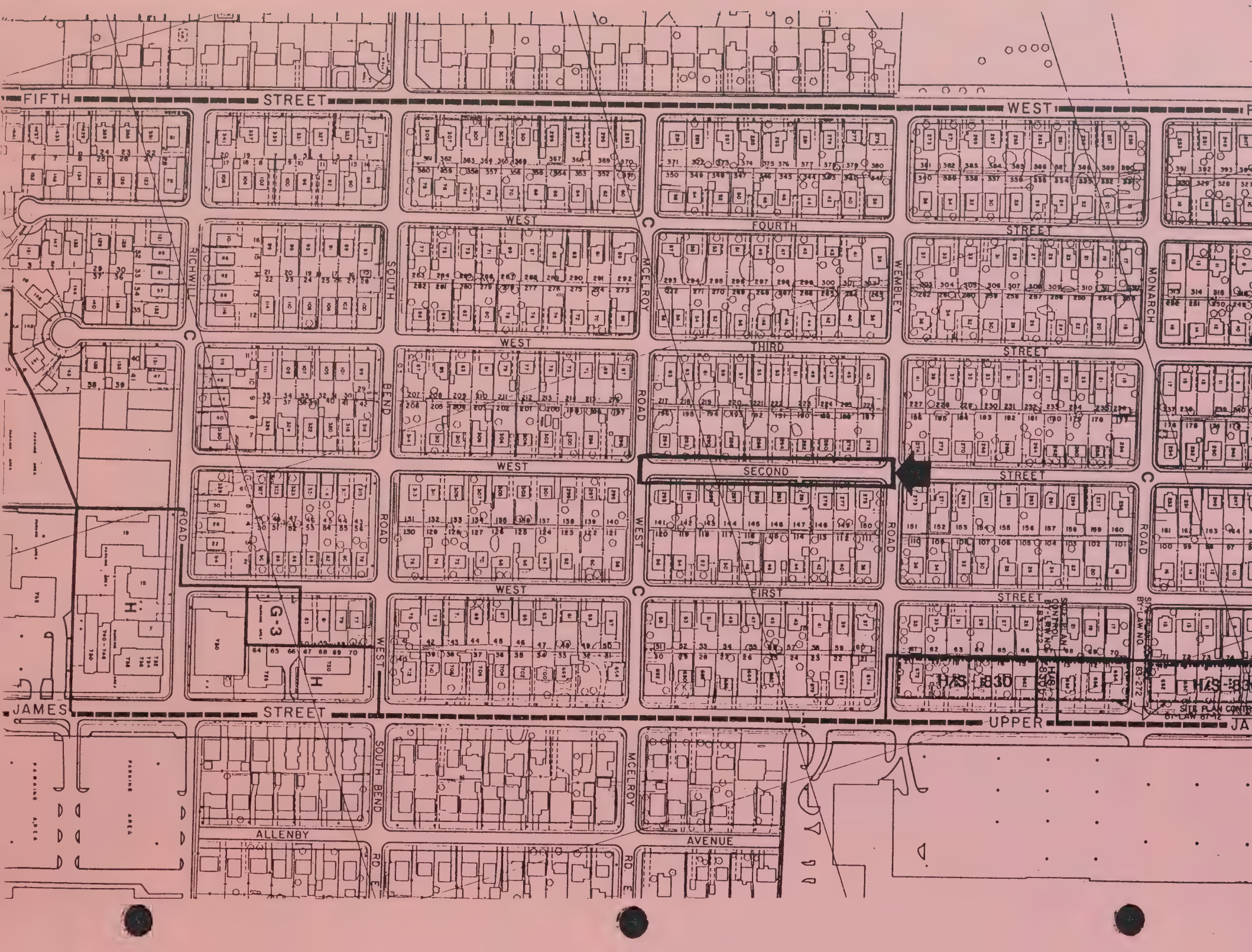
Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $24.00 annual charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of 18 of the 20 one, two and three family dwellings abutting West 2nd between McElroy and Wembley requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation to be implemented on both sides of the street. All 18 residents who signed the petition are in favour of the requested regulation.

West 2nd has a 24 foot pavement width and presently, there is unrestricted free parking on both sides of the street in this area.

The resident who circulated this petition has expressed concerns that students from Mohawk College park their vehicles for long periods of time on weekdays. The implementation of the requested regulation would eliminate long-term non-resident parking. Therefore, since 90 percent of the abutting residents are in favour of the requested parking time limit regulation the Traffic Department concurs with this request.


FIFTH STREET
WEST
FOURTH STREET
THIRD STREET
SECOND STREET
FIRST STREET
JAMES STREET
UPPER
SOUTH BEND ROAD
MCELROY
WEMBLEY
MONARCH
WEST BEND ROAD
WEST ROAD
ALLENBY AVENUE
RD. E
G-3
H
H/S 830
H/S 83-272
SITE PLAN CONTROL BY-LAW NO. 81-LAW 67-42

F(iv)(a)

CITY OF HAMILTON

- RECOMMENDATION -

NOV 0 8 1991

DATE: 1991 November 5

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Dallas Avenue between East 37th Street and the west end - Parking Regulations. [TEC-263-91]

RECOMMENDATION:

a) That an "Alternate Side Parking" regulation be implemented on Dallas Avenue between East 37th Street and the west end, such that parking is prohibited;

- on the north side of the street during the months of December, January, February and March and from the 1st to the 15th of April, May, June, July, August, September, October and November; and

- on the south side of the street from the 16th to the last day of April, May, June, July, August, September, October and November; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

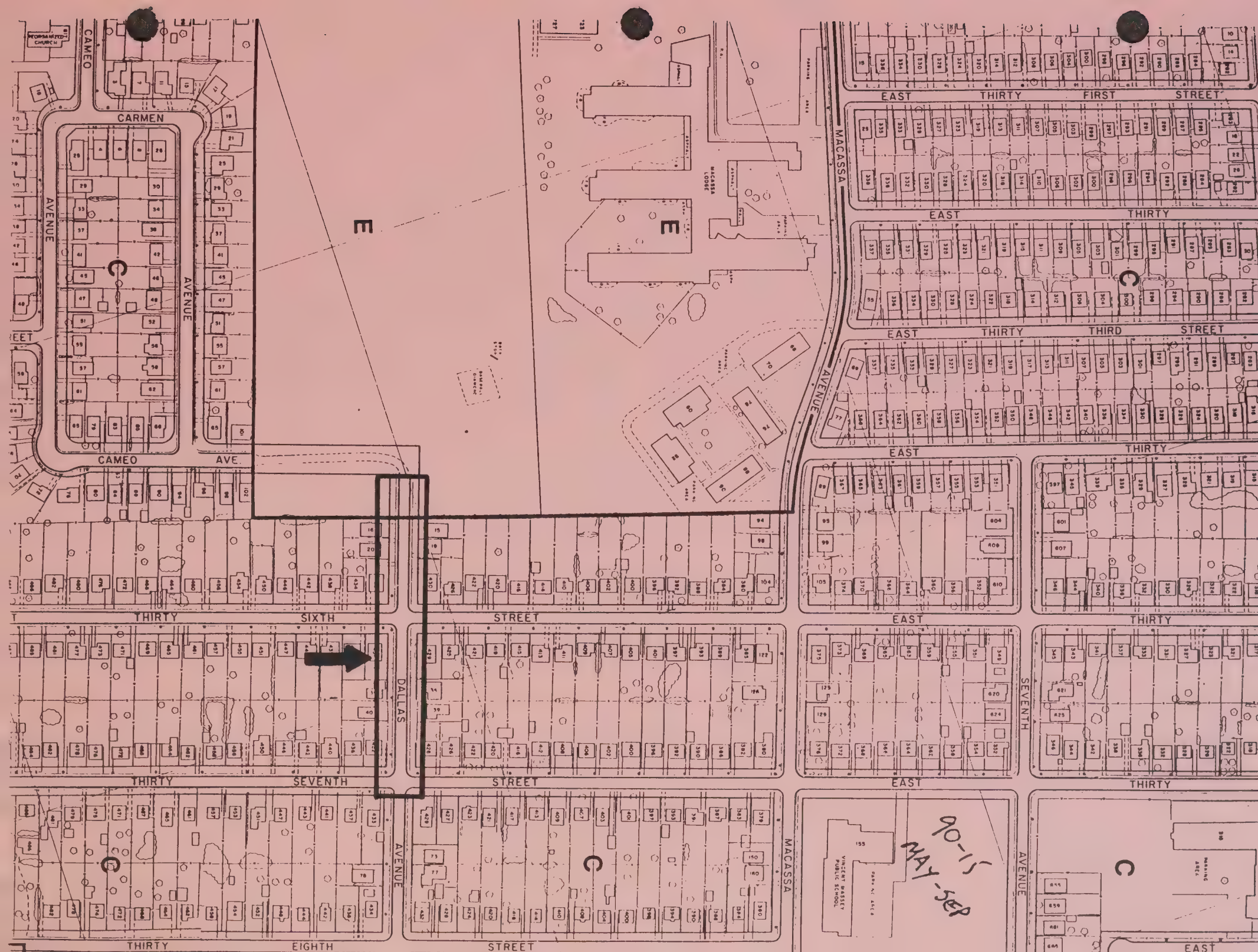
BACKGROUND:

Alderman Vince Formosi recently forwarded a petition to the Traffic Department signed

by representatives of 12 of the 14 one, two and three family dwellings abutting Dallas between East 37th and west end, requesting that an "Alternate Side Parking" regulation be implemented on the street in this area. All 12 residents who signed the petition are in favour of the requested regulation.

Dallas has a 28 foot pavement width, and presently, there is unrestricted free parking on both sides of the street in this area. The residents have expressed concern that when sporting events are taking place at Macassa Park during the summer months, motorists park on both sides of Dallas making driveway movements extremely difficult. The Traffic Department supports the principle of removing parking from one side of narrow streets such as this to facilitate traffic flow and driveway movements. Therefore, since 86% of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request.

There are basically an equal number of on-street parking spaces on either side of the street, and therefore, the side of the street for which the winter parking prohibition would apply need not be a factor.


CAMEO
CARMEN
AVENUE
AVENUE
CAMEO
AVE.
MACASSA
AVENUE
EAST
THIRTY
FIRST
STREET
EAST
THIRTY
EAST
THIRTY
THIRD
STREET
EAST
THIRTY
THIRTY
SIXTH
STREET
EAST
THIRTY
DALLAS
THIRTY
SEVENTH
STREET
EAST
SEVENTH
THIRTY
AVENUE
MACASSA
THIRTY
EIGHTH
STREET
AVENUE
EAST
90-15
MAY-5ER

F (cv) (a)

CITY OF HAMILTON

- RECOMMENDATION -

NOV 0 8 1991

DATE: 1991 November 8

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Glen Echo Drive - Parking Regulations. **(TEC-270-91)**

RECOMMENDATION:

a) That the existing "No Parking" regulation on the west side of Glen Echo Drive commencing 106 feet north of the extension of the north curb of the southerly leg of Loyalist Drive and extending to a point 102 feet northerly therefrom be removed; and

b) That a "No Stopping School Bus Loading Zone 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the west side of Glen Echo Drive commencing at a point 106 feet north of the extension of the north curb line of the southerly leg of Loyalist Drive and extending to a point 102 feet northerly therefrom; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There are sufficient funds available in the 1991 Traffic Department Operating Budget for the erection and maintenance of the signs.

BACKGROUND:

Mr. Don Morrow, Principal of Glen Echo School, has contacted the Traffic Department and requested that a School Bus Loading Zone be established in front of the front door of Glen Echo School. Presently, this area is signed "No Parking Anytime", and parents are using this area to stop and wait for their children. School buses are permitted to stop to load and unload in this "No Parking Anytime" area. However, the Highway Traffic Act requires that the red signal lights on a school bus must be flashing, and all vehicular traffic must stop in both directions while loading and unloading is taking place, except at a designated School Bus Loading Zone. Therefore, in order to allow vehicular traffic to proceed while loading and unloading of children is taking place, and to reserve curb space for school buses, the Traffic Department concurs with this request.


E-2/S-1
E2
E2
G1
G1
B1
DE
DE
C
C
C
C
C
C
C
C
D
D
D
E
HH
DE-2
DE
DE-3
DE-2
DE-3
KING
STREET
EAST
NASH
ROAD
SOUTH
NASH
ROAD
SOUTH
HEATHER
ROAD
TWILIGHT CT
LAURA CT
SECORD
DRIVE
ECHO
DRIVE
GLEN
DRIVE
EMPIRE
COURT
DENVEY
ST
LOYALIST
DRIVE
RAINBOW
DRIVE
STAR
AVE
SUNRISE
DRIVE
GAILMONT
DRIVE
BRYANT
COURT
BURBANK
COURT
AVENUE
AVENUE
AVENUE
ORPHIR
ROAD
STARLIGHT CT
ISAAC CT
VERA CT
LEONA CT
COLONIAL
WOODWORTH
DRIVE
SOUTH

F(vi)(a)

CITY OF HAMILTON

- RECOMMENDATION -

NOV 0 8 1991

DATE: 1991 November 5

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

West side of East 38th Street, south of Fennell Avenue - Relocation of a Wheelchair Loading Zone. [TEC-264-91]

RECOMMENDATION:

a) That the existing "No Stopping, Wheelchair Loading Only, 7:00 am to 6:00 pm, Monday to Saturday" regulation on the west side of East 38th Street which commences at a point 295 feet south of Fennell Avenue and extends to a point 25 feet southerly therefrom, be relocated, such that the regulation commences at a point 365 feet south of Fennell Avenue and extends to a point 25 southerly therefrom; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

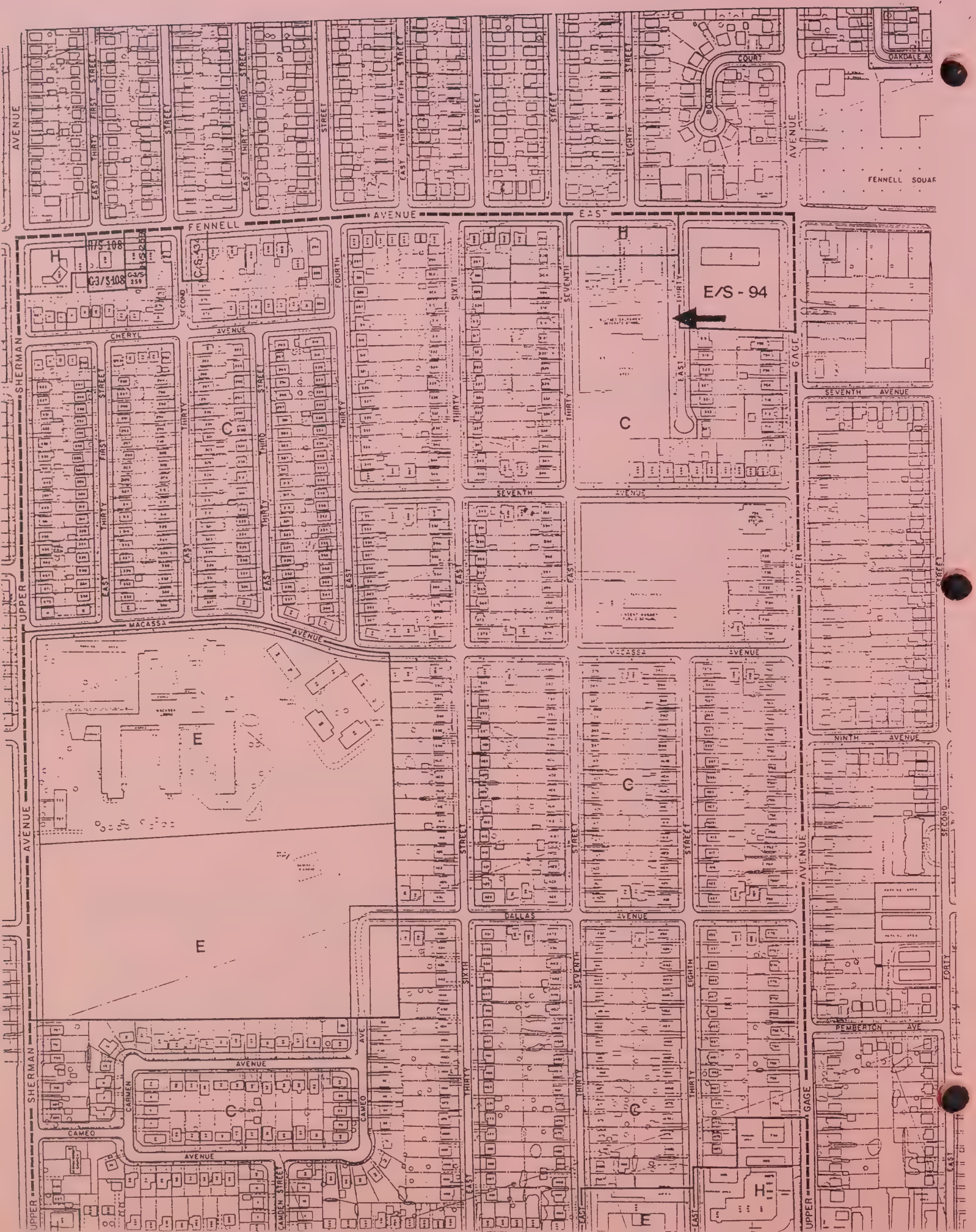
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of relocating the subject signs.

BACKGROUND:

Alderman Tom Jackson has advised of a request from Mrs. Clarke, 249 East 31st Street, that the existing Wheelchair Loading Zone on the west side of East 38th be relocated since there are no sidewalks on the west side of the street in this area.

Mrs. Clarke has stated that she loads and unloads her handicapped daughter from the back doors of her van. However, since there are no sidewalks in this area she must assist her daughter down the travelled portion of the road. She requested that the loading zone be relocated to the south of the existing pedestrian entrance to the school whereby she could load and unload her daughter more safely. The Traffic Department has reviewed the matter and concurs with the request.


FENNELL AVENUE EAST
E/S - 94
MACASSA AVENUE
DALLAS AVENUE
SEVENTH AVENUE
NINTH AVENUE
PEMBERTON AVE
UPPER SHERMAN AVENUE
UPPER GAGE AVENUE
CHERYL AVENUE
CAMEO AVENUE
CAMDEN STREET
FENNELL SQUAR
OAKDALE AV
COURT
BOLAN
FIRST STREET EAST
SECOND STREET EAST
THIRD STREET EAST
FOURTH STREET EAST
FIFTH STREET EAST
SIXTH STREET EAST
SEVENTH STREET EAST
EIGHTH STREET EAST
THIRTY FIRST STREET EAST
THIRTY SECOND STREET EAST
THIRTY THIRD STREET EAST
THIRTY FOURTH STREET EAST
THIRTY FIFTH STREET EAST
THIRTY SIXTH STREET EAST
THIRTY SEVENTH STREET EAST
THIRTY EIGHTH STREET EAST
FORTY SECOND STREET EAST
H
C
E
H/S-108
G3/S108
G3/S
C/S-434

F(vii)(a)

NOV 0 8 1991

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 October 10

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 88 San Remo Drive - Request for a Reserved Permit Parking space for a Handicapped Resident. **(TEC-241-91)**

RECOMMENDATIONS:

a) That a "Permit Parking" regulation be implemented on the west side of San Remo Drive commencing at a point 98 feet south of San Francisco Avenue and extending to a point 20 feet southerly therefrom; and

b) That the Director of Traffic Services be authorized to issue, upon request, one parking permit Mr. Gerald White, 88 San Remo Drive; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $12.00 per year charge for the parking permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a request from Mr. Gerald White, 88 San Remo Drive, that a reserved "Permit Parking" space be implemented on the street in front of his home since he is handicapped.

San Remo has a 28 foot pavement width, and presently, there is unrestricted parking on the west side of the street and a "No Parking" regulation on the east side of the street in this area. There is off-street parking available on the property. However, because of the resident's disability access to the parking structure is difficult.

The City Council, on 1987 December 08, approved a policy to allow the implementation of reserved "Permit Parking" spaces in front of handicapped residents homes. One requirement is that the applicant must possess a valid handicapped permit issued by the Ministry of Transportation. Mr. White possesses a valid handicapped permit. Therefore, the Traffic Department concurs with this request.


A
A
A
A
C
B
B
SCENIC
SAN ANTONIO
G/S-338
C/S-412
D/S-110
E-2/S-110
E-2/S-333

F(viii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 December 17

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 31 Tisdale Street North - Request for a Reserved Permit Parking Space for a Handicapped Resident **(TEC-298-91)**

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the west side of Tisdale Street North, commencing at a point 77 feet north of King William Street and extending to a point 20 feet northerly therefrom; and

b) That a "Permit Parking" regulation be implemented on the east side of Tisdale Street North, commencing at a point 38 feet north of King William Street and extending to a point 20 feet northerly therefrom; and

c) That the Director of Traffic Services be authorized to issue, upon request, one parking permit to Mary Camara, 31 Tisdale Street North; and

d) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting, and maintaining the required signs. However, the $12.00 annual charge for the parking permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department received a request from Mary Camara, No. 31 Tisdale Street North, that a reserved "Permit Parking" regulation be designated on Tisdale, in front of her home, since she is handicapped.

Presently, there is an "Alternate Side Parking" regulation on the street in this area. Therefore, in accordance with the City Council directive, one reserved parking space must be designated on each side of the street, so that the applicant has a reserved parking space on a year round basis. Mrs. E. Penner, 28 Tisdale Street North, has agreed to allow signs to be erected in front of her home to allow Mary Camara to park her vehicle on the east side of the street when parking is prohibited on the west side in front of Mary Camara's home.

On 1987 December 08, City Council approved a policy to allow for the implementation of reserved "Permit Parking" spaces in front of handicapped residents' homes. This policy requires, in part, that the applicant possess a valid handicapped permit issued by the Ministry of Transportation. The Traffic Department has confirmed that the applicant possesses a valid handicapped permit. An investigation has revealed that there is no off-street parking available on the private property. Therefore, the Traffic Department concurs with the request.


STREET
EAST
NORTH
STREET
EVANS ST
NORTH
STREET
D/S-597
J/S-404
DE-3
/S-961
CENTURY
STREET
STREET
WILSON
STREET
EMERALD STREET
73
FULL GOSPEL CH
EMERALD
STREET
STEVEN
NIGHTINGALE
ST
ASHLEY
STREET
KING WILLIAM
STREET
CR-2/S-295
CR-2
COMMERCIAL
TISDALE
EAST
STREET
D STREET SOUTH
E/S-
864
TISDALE ST.
S-311
PARKING AREA
GRANT AVENUE

F (ix) (a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 November 12

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

37 Magill Street - Removal of a Reserved Permit Parking Regulation for a Handicapped Resident. **(TEC-275-91)**

RECOMMENDATION:

a) That the existing "Permit Parking" regulation on the west side of Magill Street, commencing at a point 345 feet north of York Boulevard and extending to a point 20 feet northerly therefrom, be removed; and

b) That the City Traffic By-law 89-72 be amended accordingly.

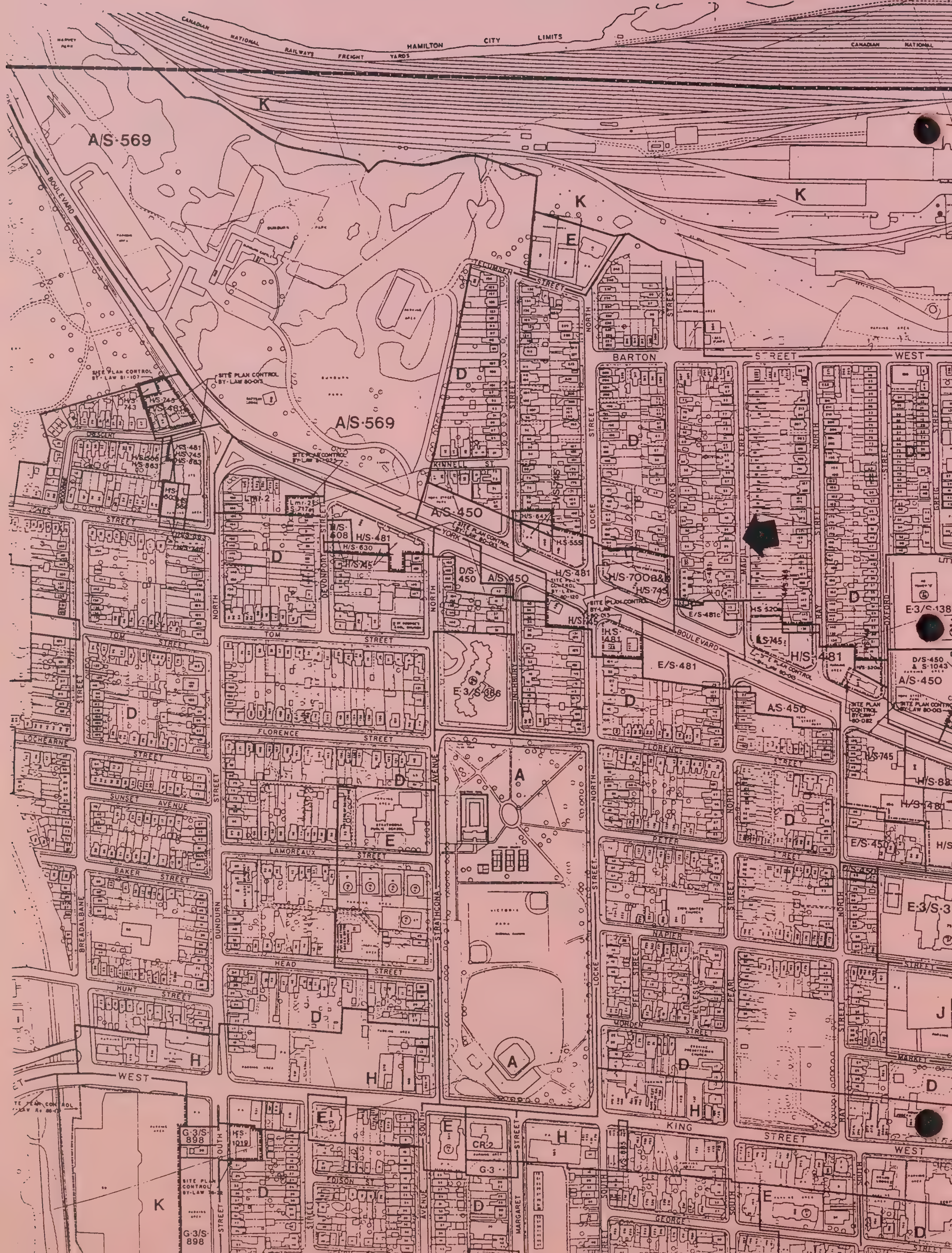
Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of removing the subject signs.

BACKGROUND:

City Council, at its meeting held 1990 April 10, approved a request to implement a reserved "Permit Parking" regulation in front of No. 37 Magill Street since the resident was handicapped. However, Madeline Leiast recently contacted the Traffic Department to advise that her husband has passed away and to request that the "Permit Parking" regulation be removed. Therefore, the Traffic Department concurs with this request.


CANADIAN NATIONAL RAILWAYS FREIGHT YARDS
HAMILTON CITY LIMITS
CANADIAN NATIONAL
K
A/S·569
BOULEVARD
E
TECUMSEH STREET
BARTON STREET WEST
D
SITE PLAN CONTROL BY-LAW 81-107
SITE PLAN CONTROL BY-LAW 80-013
H/S·743
H/S·745
H/S·481
H/S·506
H/S·863
SITE PLAN CONTROL BY-LAW 81-025
KINNELL ST.
A/S·450
SITE PLAN CONTROL BY-LAW 80-013
YORK
Lmr-2
H/S·608
H/S·630
H/S·641
H/S·555
D/S·450
H/S·700&&B
SITE PLAN CONTROL BY-LAW 80-120
E/S·481c
H/S·520
E/S·481
E-3/S·366
E-3/S·138
D/S·450 & S·1043
SITE PLAN CONTROL BY-LAW 80-082
H/S·88
E/S·450
E-3/S·3
TOM STREET
FLORENCE STREET
LOCHEARNE STREET
SUNSET AVENUE
LAMOREAUX STREET
BAKER STREET
HEAD STREET
HUNT STREET
PETER STREET
NAPIER
WORDEN STREET
MARKET
KING STREET WEST
GEORGE
EDISON ST
DEVONPORT STREET
NORTH
LOCKE STREET
CROOKS
MAGILL STREET
RAY
OXFORD
BREADALBANE
DUNDURN
STRATHCONA AVENUE
PEEL STREET
WELLESLEY ST
PEARL
MARGARET
SOUTH
A
J
H
CR·2
G·3
G·3/S·898
H/S·1019
H/S·885
SITE PLAN CONTROL BY-LAW 78-22
WEST

F(x)
(a)

CITY OF HAMILTON

- RECOMMENDATION -

NOV 0 8 1991

DATE: 1991 October 22

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

South side of Bobolink Road, east of Meadowlark Drive - Extension of Existing School Bus Loading Zone (TEC-254-91)

RECOMMENDATION:

a) That the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of Bobolink Road commencing at a point 40 feet east of Meadowlark Drive and extending to a point 80 feet easterly therefrom be extended such that the regulation commences at a point 40 feet east of Meadowlark Drive and extends to a point 120 feet easterly therefrom; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

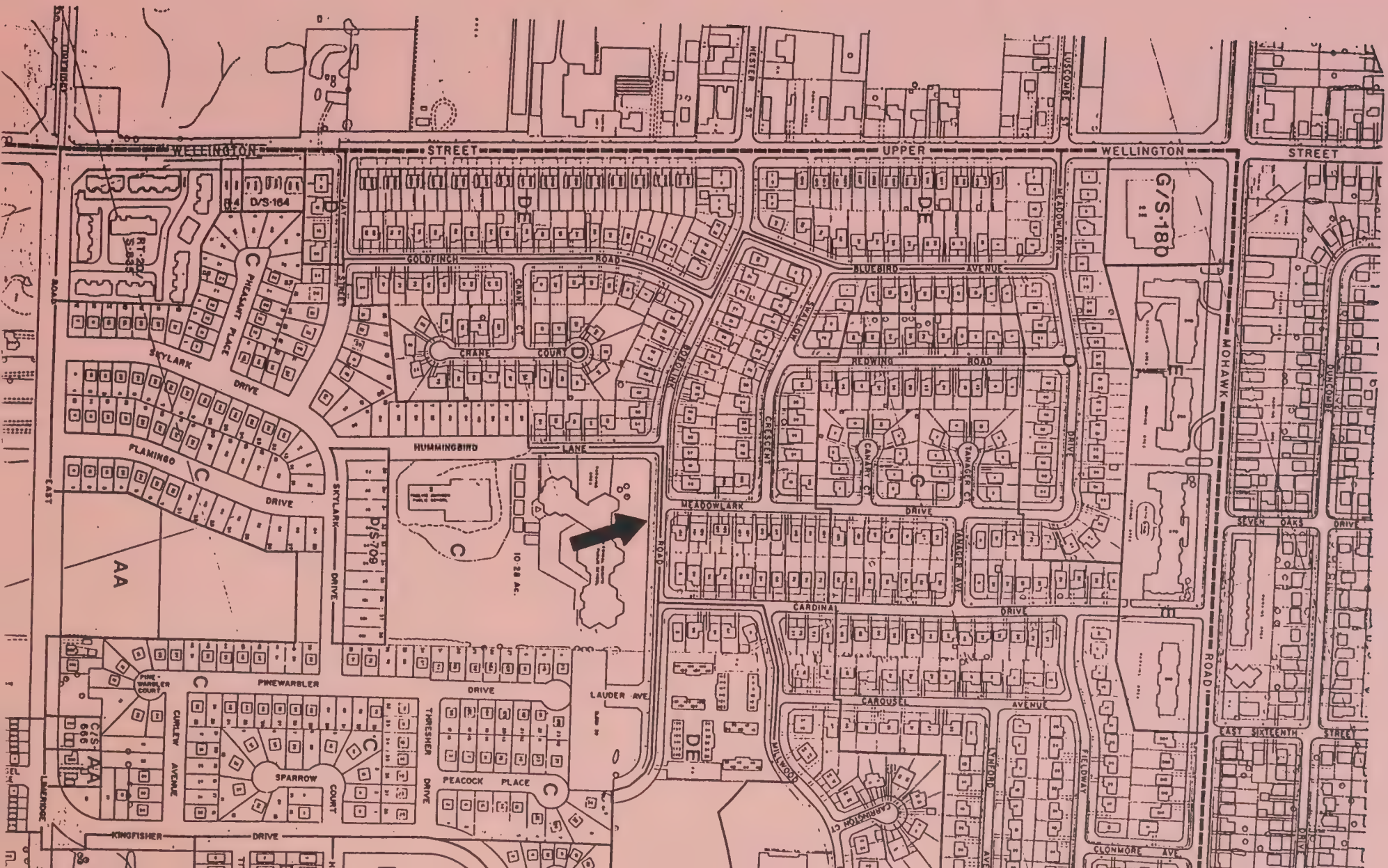
Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from the principal of Cardinal Heights Middle School, No. 70 Bobolink Road, to extend the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of Bobolink in front of the school to accommodate one additional school bus.

The existing School Bus Loading Zone regulation which was implemented in 1983, and

extended in 1987, presently accommodates two school buses. The south side of Bobolink is presently signed "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" across the remainder of the school frontage. Thus, the extension of the existing School Bus Loading Zone will not result in any loss of on-street parking for area residents. Therefore, the Traffic Department concurs with this request.


WELLINGTON STREET
UPPER WELLINGTON STREET
MOHAWK ROAD
GOLDFINCH ROAD
BLUEBIRD AVENUE
REDWING ROAD
MEADOWLARK DRIVE
CARDINAL DRIVE
CAROUSEL AVENUE
SKYLARK DRIVE
FLAMINGO DRIVE
HUMMINGBIRD LANE
PINEWARBLER DRIVE
SPARROW COURT
PEACOCK PLACE
KINGFISHER DRIVE
LAUDER AVE
CRANE COURT
CANNINGTON CT
CLONMORE AVE
SEVEN OAKS DRIVE
EAST SIXTEENTH STREET
DVS-164
G/S-180
C/S-666
10.28 Ac.

F(xi)
(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 December 9

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 93 Normanhurst Avenue - Request for a Wheelchair Loading Zone. **(TEC-291-91)**

RECOMMENDATION:

a) That a "No Stopping, Wheelchair Loading Only, 24 hours a day, Monday to Friday" regulation be implemented on the west side of Normanhurst Avenue commencing at a point 307 feet north of Dunsmure Road and extending to a point 28 feet northerly therefrom; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mrs. Roberts, No. 93 Normanhurst, to implement a Wheelchair Loading Zone on the west side of the street to reserve an area specifically for Darts and other vehicles to load and unload her handicapped son.

Normanhurst has a 24 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on this section of the street. Mrs. Roberts has requested that the regulation be implemented only on the west side of the street since parking is permitted only on that side during the winter and loading is sometimes difficult due to weather and road conditions and parked vehicles occupying this side of the street. All of the residents on Normanhurst in this area have driveways and this space would be available for parking by others on weekends. Therefore, the reservation of one space in front of this property should not create any parking problems and the Traffic Department concurs with this request.


BARTON
STREET
EAST
GOGGIN
AVENUE
BARTON
STRATHEARN
H E P C
AVENUE
MELVIN
AVENUE
NORTH
AVENUE
AVENUE
MELVIN
H/S-1072
BRITANNIA
SHELBY
NORMANHURST
TOLTON
WALTER
JULIAN
IVON
ADELINE
AVENUE
BRITANNIA
AVENUE
ROXBOROUGH
AVENUE
SELKIRK
AVENUE
GLEN
ROXBOROUGH
PALING
AVENUE
AVENUE
AVENUE
NORTH
AVENUE
AVENUE
AVENUE
AVENUE
DUNSMURE
ROAD
DUNSMURE
COURT
STRATHEARN
SELKIRK
NORMANHURST
TOLTON
WALTER
JULIAN
IVON
ADELINE
GLENNIE
H
K
C
S-12
S-21

F(xii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 November 21

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Dubarry Boulevard between Currie Street and Lorraine Drive - Parking Regulations. [TEC-280-91]

RECOMMENDATION:

a) That a "No Parking" regulation be implemented on the south side of Dubarry Boulevard between Currie Street and Lorraine Drive; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

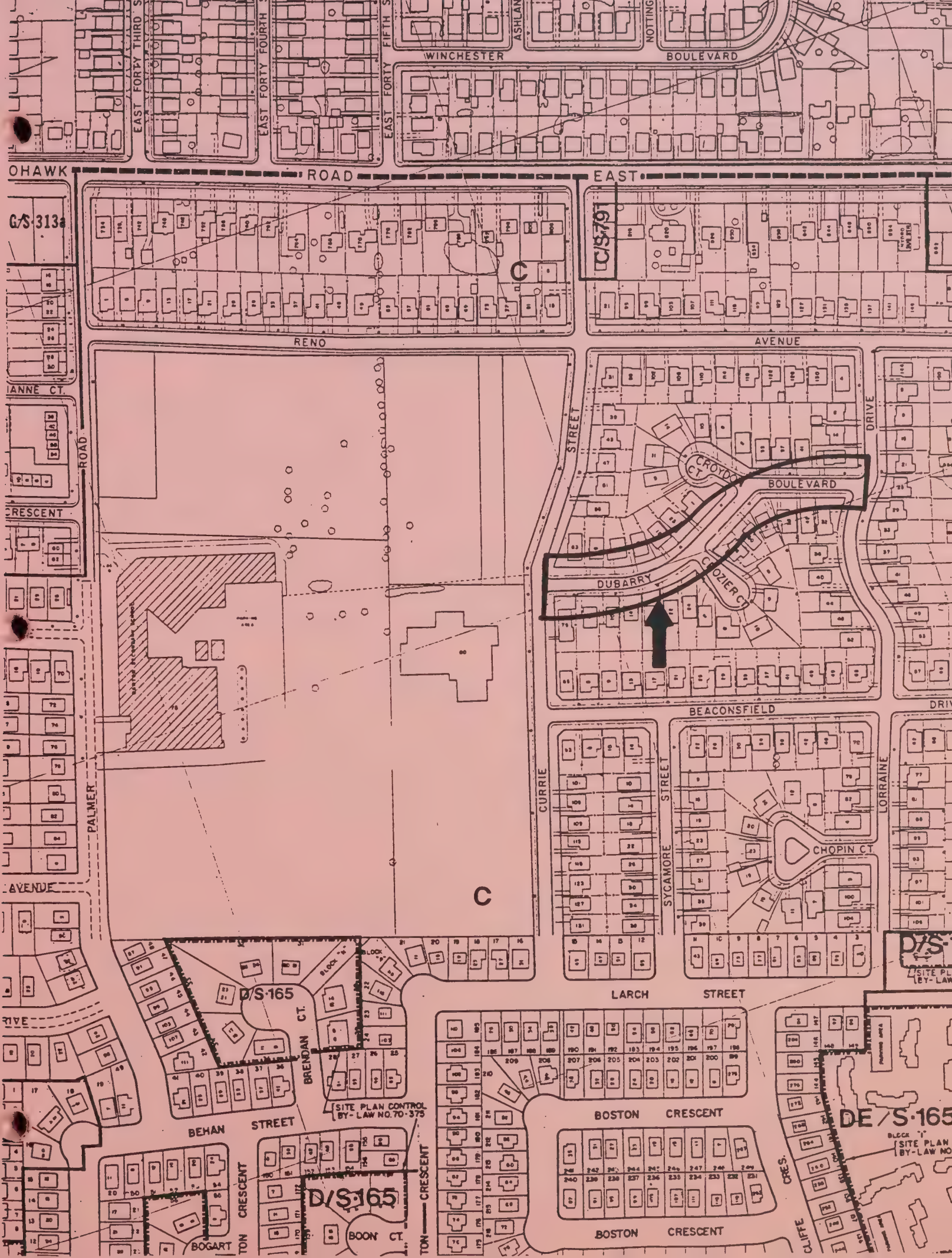
Sufficient funds are provided in the 1992 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of 15 of the 25 one, two and three family dwellings abutting Dubarry between Currie and Lorraine, requesting that a "No Parking" regulation be implemented on the south side of the street. The Traffic Department has contacted six additional residents and a total of 18 residents

are in favour of the requested regulation, two are opposed and one had no opinion respecting the requested regulation.

Dubarry has a 28 foot pavement width, and presently, there is unrestricted free parking on both sides of the street in this area. The residents have expressed concern that vehicles parked on both sides of the street obstruct driveway movements. The Traffic Department supports the principle of removing parking from one side of narrow streets such as this to facilitate traffic flow and driveway movements. Therefore, since virtually all residents in this area have driveways and since 72 percent of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request.


WINCHESTER
BOULEVARD
EAST FORTY THIRD
EAST FORTY FOURTH
EAST FORTY FIFTH
ASHLAN
NOTTING
OHAWK
ROAD
EAST
G/S-313a
C/S-791
C
RENO
AVENUE
IANNE CT.
ROAD
RESCENT
STREET
DRIVE
CROYDON CT.
BOULEVARD
DUBARRY
CROZIER CT.
BEACONSFIELD
PALMER
CURRIE
SYCAMORE
STREET
LORRAINE
CHOPIN CT
AVENUE
C
D/S-165
BLOCK
BRENDAN
CT.
SITE PLAN CONTROL
BY-LAW NO. 70-375
BEHAN
STREET
LARCH
STREET
BOSTON
CRESCENT
BOSTON
CRESCENT
CRES.
CLIFFE
DE/S-165
BLOCK "I"
SITE PLAN
BY-LAW NO
D/S-165
BOON CT.
BOGART
TON
CRESCENT
TON
CRESCENT

F(xiii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 November 21

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

West Side of Lorraine Drive between Reno Avenue and Larch Street - Parking Regulations. **(TEC-278-91)**

RECOMMENDATION:

a) That a "No Parking" regulation be implemented on the west side of Lorraine Drive between Reno Avenue and Larch Street; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

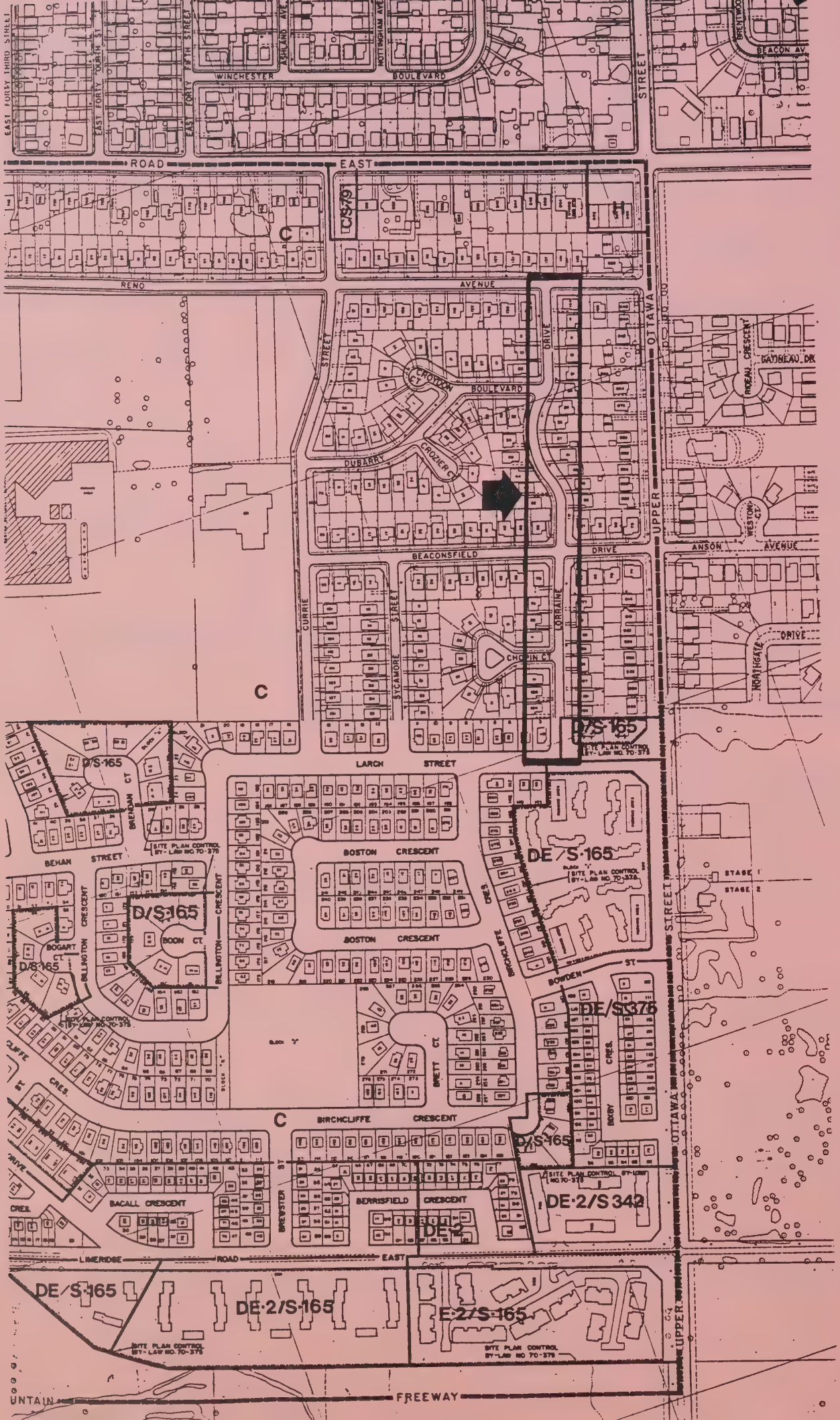
Sufficient funds are provided in the 1992 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of 31 of the 43 one, two and three family dwellings abutting Lorraine between Reno and Larch requesting that parking on the west side of Lorraine be prohibited in this area.

Lorraine has a 28 foot pavement width, and presently, there is unrestricted free parking on both sides of the street. This request was initiated by the resident at No. 34 Dubarry who expressed concerns regarding vehicles parked on both sides of Lorraine which obstruct the movement of traffic. The Traffic Department supports the principle of removing parking from one side of narrow streets such as this to facilitate traffic flow and driveway movements.

The petition was signed by 60 percent of the abutting residents and all support the requested regulation. Therefore, the Traffic Department concurs with this request.


EAST FORTY THIRD STREET
EAST FORTY FOURTH ST
EAST FORTY FIFTH STREET
WINCHESTER
ASHLAND AVE.
NOTTINGHAM AVE.
BOULEVARD
STREET
BRENTWOOD
BEACON AV.
ROAD
EAST
C
C/S-75
RENO
AVENUE
CROYDON
BOULEVARD
DUBARRY
CROZIER CT.
DRIVE
OTTAWA
UPPER
GATINEAU DR.
RIDEAU CRESCENT
WESTON CT.
ANSON
AVENUE
BEACONSFIELD
CURRIE
STREET
SYCAMORE
CHOUIN CT.
CORRAINE
NORTHGATE
D/S-165
LARCH
STREET
BEHAN
BRENDAN CT
SITE PLAN CONTROL BY-LAW NO. 70-375
BOSTON CRESCENT
BOGART CT.
BILLINGTON CRESCENT
BOON CT.
DE/S-165
BLOCK 'Y'
BIRCHCLIFFE
CRES.
BOWDEN
ST
DE/S-375
STAGE 1
STAGE 2
BRETT CT.
BIRCHCLIFFE CRESCENT
BACALL CRESCENT
BERRISFIELD CRESCENT
DE-2
DE-2/S-342
LIMERIDGE
ROAD
EAST
DE/S-165
DE-2/S-165
E-2/S-165
FREEWAY

F(xiv)
(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 November 21

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Regency Street between Mohawk Road East and Summerlea Drive - Parking Regulations (TEC-252-91)

RECOMMENDATION:

a) That a "Two Hour Parking Time Limit, 24 hours a day, 7 days a week" regulation be implemented on the west side of Regency Street between Mohawk Road East and Summerlea Drive; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $24.00 per year charge for each parking permit will off-set the cost to some degree.

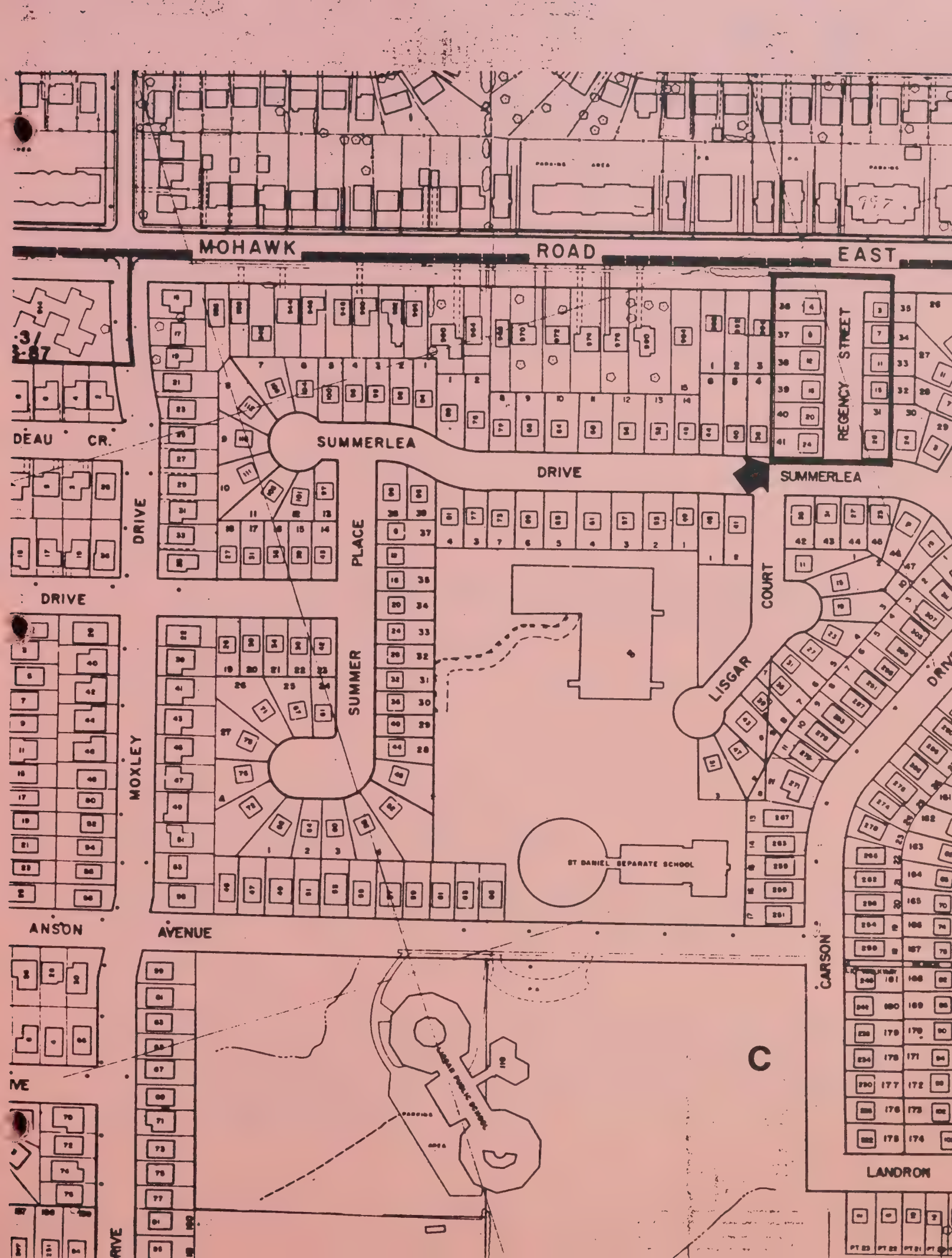
BACKGROUND:

The Traffic Department has received a petition from representatives of 10 of the 11, one, two, and three family dwellings requesting that a "Two Hour Parking Time Limit, 24 hours a day, 7 days a week" regulation be implemented on both sides of Regency between Mohawk and Summerlea.

Regency has a 28 foot pavement width, and presently, there is unrestricted free parking on the west side of the street and a "No Parking Anytime" regulation on the east side of the street in this area. The Traffic Department does not support allowing parking on both sides of this narrow street since it would obstruct driveway movements and traffic flow.

However, we would not object to a parking time limit on the west side where parking is already allowed.

The resident who circulated the petition expressed concerns of long-term non-resident parking by tenants of the apartment buildings on the north side of Mohawk. The implementation of the requested regulation would likely eliminate the long-term non-resident parking from this area. Apartment tenants would still be able to park on this section of street for up to two hours and on other residential streets in the area. Residents of one, two and three family homes would be entitled to purchase permits at a cost of $24.00 per year per permit which would exempt their vehicles from the posted parking time limit. Therefore, since 91 percent of the abutting residents are in favour of the requested regulation, the Traffic Department would not object to allowing time limit parking on the west side of Regency.


MOHAWK ROAD EAST
REGENCY STREET
SUMMERLEA DRIVE
SUMMERLEA
DEAU CR.
DRIVE
DRIVE
DRIVE
PLACE
SUMMER
COURT
LISGAR
MOXLEY
ST DANIEL SEPARATE SCHOOL
ANSON
AVENUE
CARSON
LANDRON
C

F(xv)
Cal

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 November 22

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

West Avenue North between Evans Street and Cannon Street - Parking Regulations (TEC-53-91)

RECOMMENDATION:

a) That the existing "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on both sides of West Avenue North between Evans Street and Cannon Street be replaced by a "One Hour Parking Time Limit, 24 hours per day, Monday to Saturday" regulation; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

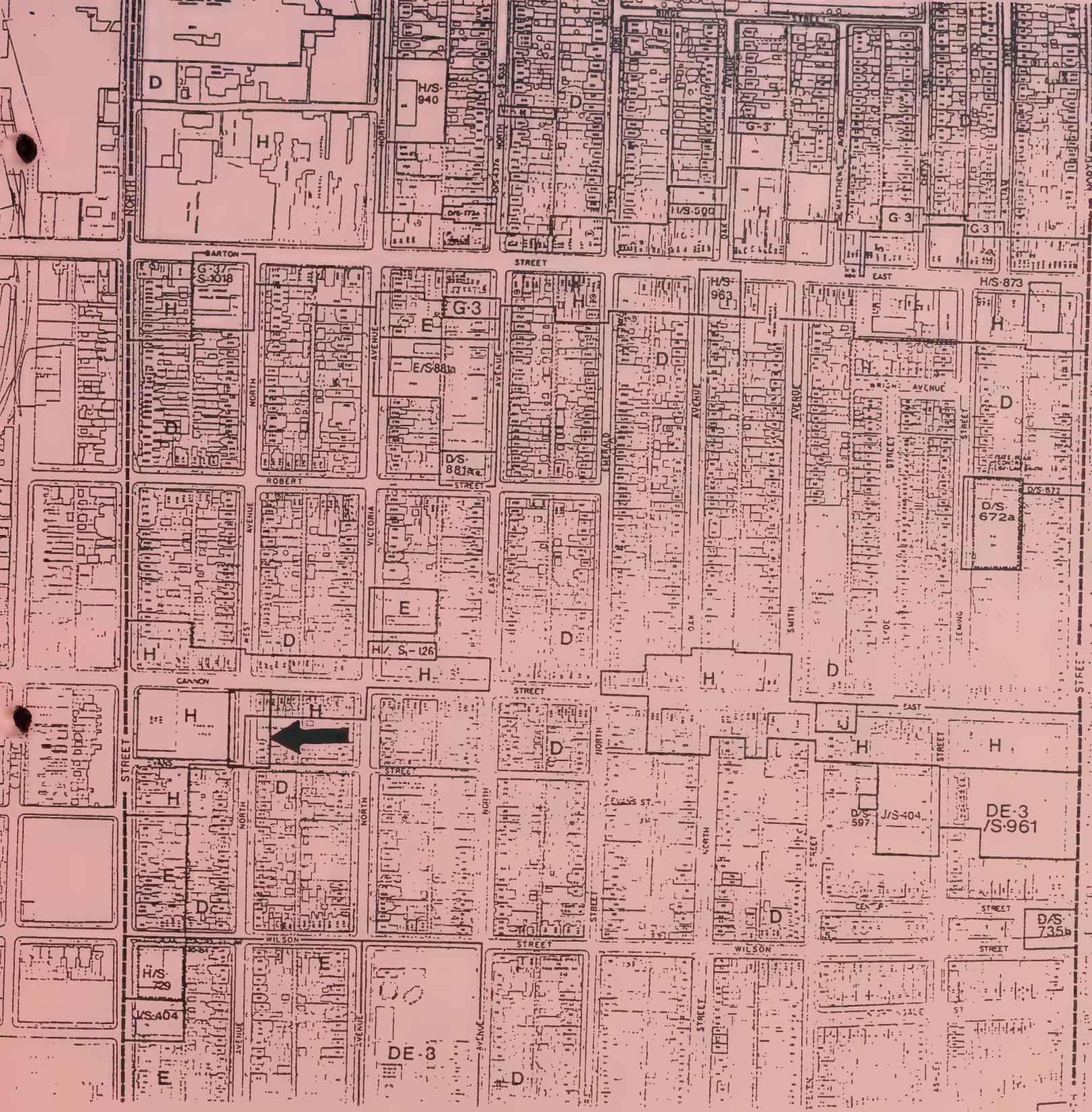
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $24.00 per year charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a petition from Alderman Don Drury, signed by representatives of two of the four one, two and three family dwellings abutting West Avenue North between Evans Street and Cannon Street to implement a "One Hour Parking Time Limit, 24 hours per day, Monday to Saturday" regulation on both sides of the street. The Traffic Department has also contacted by telephone one resident who is in favour of the proposed regulation.

West has a 30 foot pavement width, and presently, there is a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the street in this area. The implementation of the requested regulation would further reduce non-resident parking. Therefore, since 75 percent of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request.


D
H/S-940
H
NORTH
STREET
ARTON
G-S-1018
H
G-3
E
E/S-881b
AVENUE
NORTH
D/S-881a
ROBERT
STREET
VICTORIA
AVENUE
WEST
EAST
E
H/S-126
H
D
CANYON
STREET
H
H
D
STREET
NORTH
H/S-963
D
AVENUE
OAK
H
H/S-873
H
D
AVENUE
SMITH
AVENUE
BRIDGE
STREET
D
D/S-672
D/S-672a
EEMING
STREET
H
D
H
EAST
H
STREET
H
J/S-404
P-597
DE-3
/S-961
STREET
D/S-735b
STREET
WILSON
STREET
D
H/S-89
J/S-404
DE-3
E
AVENUE
D
STREET
WILSON
STREET
D
STREET
NORTH
STREET
NORTH
STREET
NORTH
STREET
NORTH
STREET
H/S-500
G-3
G-3
EAST
H/S-873

F(xvi)
(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 November 26

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

East Avenue North between Barton Street and Birge Street - Parking Regulations. [TEC-282-91]

RECOMMENDATION:

a) That the existing "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on both sides of East Avenue North between Barton Street and Birge Street be replaced with a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

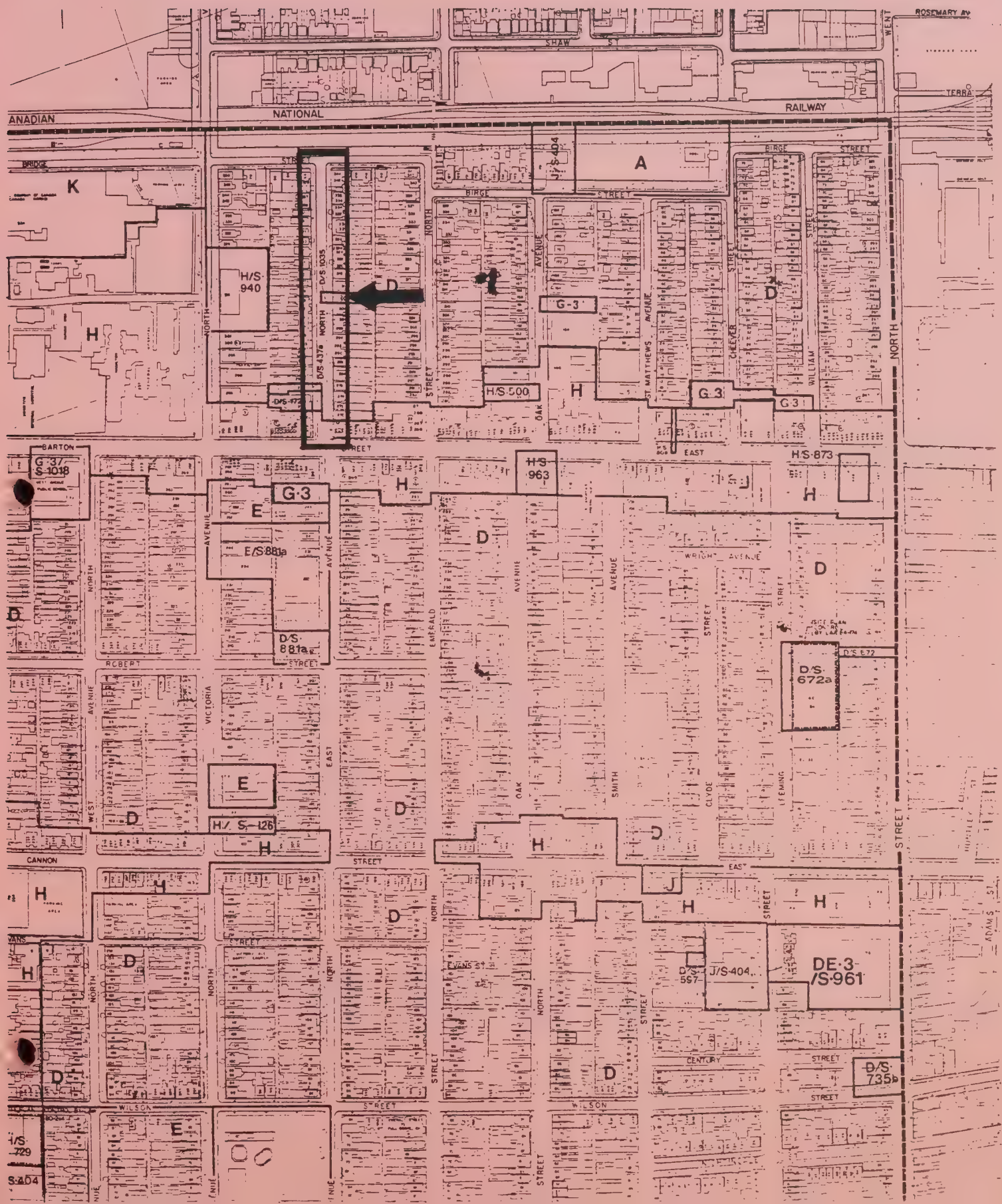
BACKGROUND:

The Traffic Department has received a petition signed by representatives of 49 of the 57 one, two and three family dwellings abutting East Avenue between Barton and Birge

Streets, requesting that the existing "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be replaced with a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation. All 49 residents who signed the petition are in favour of the requested regulation.

East Avenue has a 28 foot pavement width, and presently, there is a "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on both sides of the street between Barton and Birge.

The residents have expressed concern regarding long-term non-resident parking by employees from and visitors to the General Hospital. The implementation of the requested regulation would further reduce long-term non-resident parking. Therefore, since 86 percent of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request.


NATIONAL
RAILWAY
SHAW ST
ROSEMARY AV
TERRA
BIRGE
STREET
NORTH
H/S 940
D/S 1035
D/S 437a
D/S 17
H/S 500
G-3
H/S 404
A
K
H
D
E
J
BARTON
G-3/ S-1018
E/S 881a
D/S 881a
H/S 963
H/S 873
WRIGHT AVENUE
D/S 672
D/S 672a
H/S 126
CANNON
EAST
WEST
D/S 557
J/S-404
DE-3 /S-961
CENTURY
D/S 735b
WILSON
EVANS ST
ADAMS ST
H/S 729
S-404
101

F(xvii)
CaJ

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 December 2

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

West Side of Emerson Street, North of Holmes Avenue - Parking Regulations.
(TEC-267-91)

RECOMMENDATION:

a) That a "No Parking" regulation be implemented on the west side of Emerson Street commencing 85 feet north of Holmes Avenue and extending to a point 27 feet northerly therefrom; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been provided in the 1992 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from the proprietor of the variety store at No. 144 Emerson for a loading zone in front of his store. Emerson has a 34 foot pavement width, and presently, there is unrestricted free parking on both sides of the street in front of this business.

The proprietor has expressed concerns with long-term parking in front of his store by neighbours and students attending McMaster University and this interferes with receiving deliveries. The implementation of the requested "No Parking" regulation would provide this business with a loading zone, but would result in the loss of one legal on-street parking space. However, most of the area residents have off-street parking. Therefore, the loss of one on-street parking space should not create any parking difficulties and the Traffic Department concurs with this request.


WEST
H
G
H
H
H/S 74
DE
D/S 35
C
C
C
C
J
J
J
G
A
A
A
C/S 654
DE 3
S 981
C/S 713
C/S 720
C/S 815
BAXTER STREET
T H & B RAILWAY
STROUD ROAD
WESTWOOD AVENUE
DALWOOD CART
HADDON AVENUE
WARD AVENUE
ROYAL AVENUE
WILMONT COURT
DELBROOK COURT
WILLOWCREST AVENUE
SUSSEX STREET
MAPLES AVENUE
EMERSON STREET
BROADWAY AVENUE
BOWMAN STREET
LELAND STREET
HORNER STREET SOUTH
EXPRESSWAY

F(xviii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 December 24

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Auchmar Road between Fennell Avenue and Garth Street - Parking Regulations. **(TEC-305-91)**

RECOMMENDATION:

a) That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of Auchmar Road between Fennell Avenue and Garth Street; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

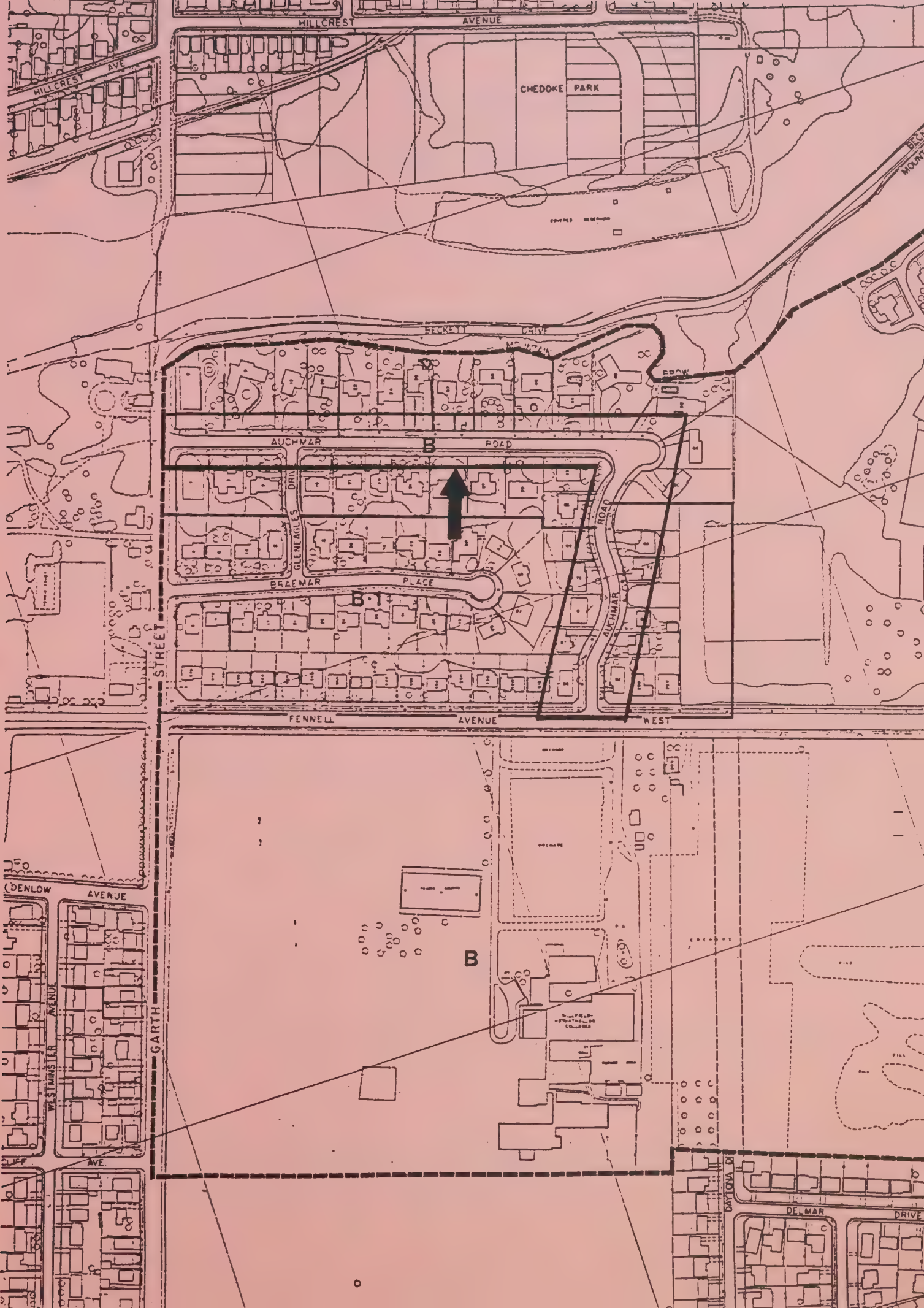
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $24.00 per year charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

Alderman Frank D'Amico has forwarded a petition to the Traffic Department signed by representatives of 22 of the 36 one, two and three family dwellings abutting Auchmar between Fennell and Garth, requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of the street. The petition was also signed by nine residents who do not live on or abut Auchmar. All residents who signed the petition are in favour of the requested regulation. The Traffic Department has contacted three additional residents who are also in favour of the requested regulation.

Auchmar has a 28 foot pavement width, and presently, there is unrestricted free parking on both sides of the street in this area. The residents have expressed concern regarding long-term non-resident parking by students from Mohawk College. The implementation of the requested regulation would eliminate long-term non-resident parking and area residents would be entitled to purchase permits at a cost of $24.00 per permit each year to exempt their vehicles from the signed parking time limit. Therefore, since 66 percent of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request.


HILLCREST AVENUE
HILLCREST AVE
CHEDOKE PARK
BECKETT DRIVE
BROW
AUCHMAR ROAD
GLENEAGLES DRIVE
BRAEMAR PLACE
AUCHMAR ROAD
B
B
B
FENNELL AVENUE WEST
STREET
DENLOW AVENUE
WESTMINSTER AVENUE
GARTH
CLIFF AVE
DAYTONA DR
DELMAR DRIVE

F(xix)
(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 December 12

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Emerald Street South between Main Street East and Hunter Street East - Parking Regulations. **(TEC-240-91)**

RECOMMENDATION:

a) That the existing "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" and "Alternate Side Parking" regulations on Emerald Street South between Main Street East and Hunter Street East be replaced by a "One Hour Parking Time Limit, 24 hours a day, 7 days a week" regulation on the west side of the street and a "No Parking" regulation on the east side of the street; and

b) That a "No Stopping" regulation be implemented on the west side of Emerald Street South commencing at Hunter Street East and extending to a point 117 feet northerly therefrom; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

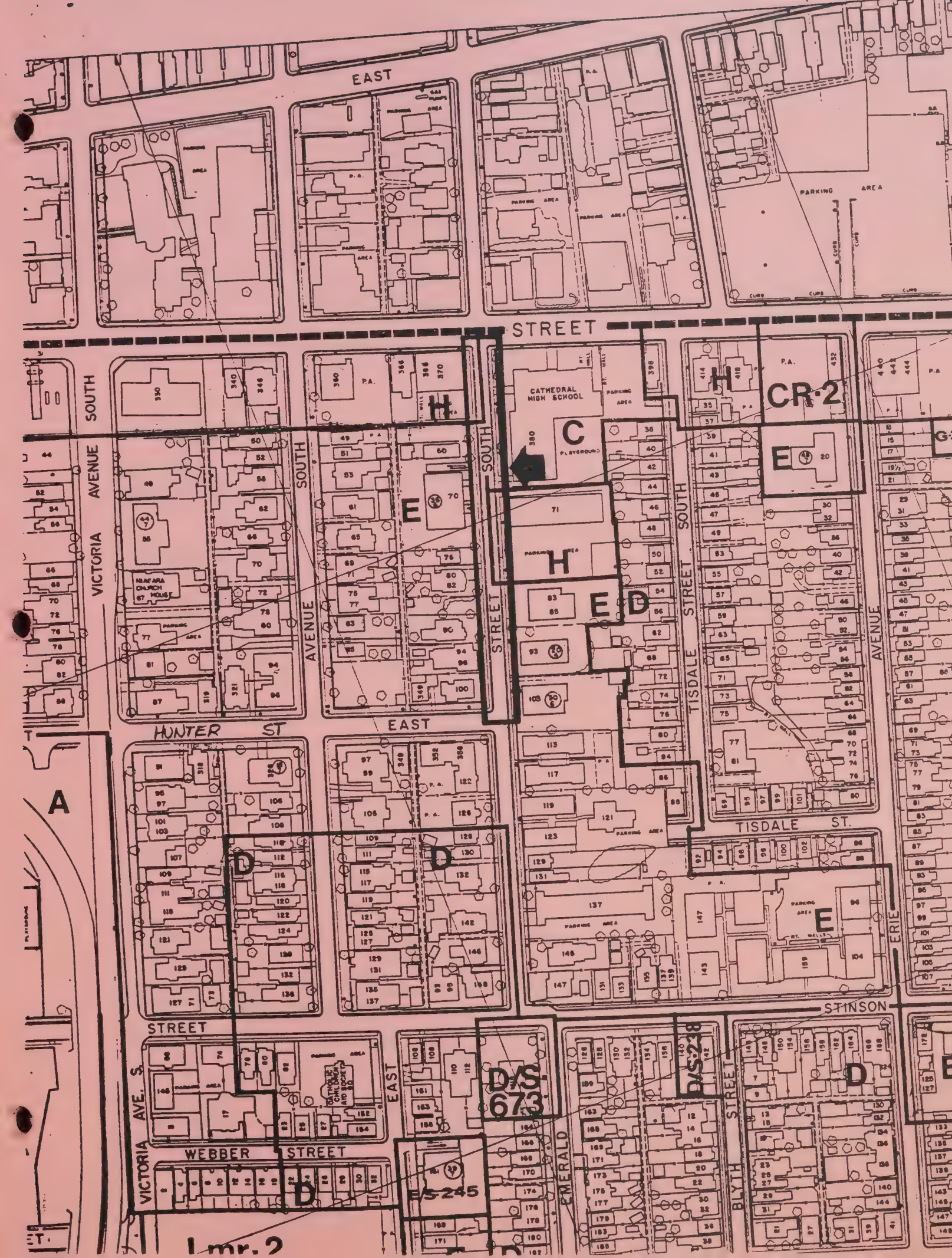
The Traffic Department has received a petition signed by representatives of seven of the nine one, two and three family dwellings abutting Emerald between Main and Hunter, requesting that the existing "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday

to Friday" regulation in conjunction with the "Alternate Side Parking" regulation be replaced with a "One Hour Parking Time Limit, 24 hours a day, 7 days a week" regulation on the west side and a "No Parking" regulation on the east side of the street in this area. All 7 residents who signed the petition are in favour of the requested regulation.

On 1989 November 28, City Council approved a request to implement a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on Emerald in this block in an effort to eliminate long-term non-resident parking by students attending Cathedral Boys High School. At that time, representatives were contacted from each of the apartment buildings and no objections were received since, all three apartment buildings have sufficient off-street parking available.

Presently, residents are having problems with parking in the evening due to visitors to the apartment buildings in the area, evening students attending Cathedral Boys High School, and customers of the office building at No. 71 Emerald. The building at No. 71 Emerald has sufficient off-street parking for its businesses. The implementation of the requested parking time limit would eliminate long-term non-resident parking. An investigation has revealed that there are four additional parking spaces on the west side of the street. Therefore, since 78 percent of the abutting residents are in favour of the requested regulations, the Traffic Department concurs with the request.

Removal of the "Alternate Side Parking" regulation in this block would, however, result in a "jogged" movement in traffic when parking is allowed on the east side under the "Alternate Side Parking" regulation to the south. To eliminate this situation, a "No Stopping" regulation is recommended on the west side of Emerald immediately north of Hunter, and this regulation would also serve as a corner clearance to improve visibility at the intersection. The net result of the proposed changes to the parking regulations will be the provision of an additional three parking spaces at all times on Emerald between Main and Hunter.


EAST
STREET
SOUTH
VICTORIA AVENUE
CATHEDRAL HIGH SCHOOL
PARKING AREA
PLAYGROUND
NIAGARA CHURCH HOUSE
HUNTER ST
EAST
TISDALE ST.
TISDALE STREET
ERIE
STINSON
WEBBER STREET
VICTORIA AVE. S.
EMERALD
BLYTH STREET
CR-2
H
E
D
C
A
D/S 673
D/S-238
E/S-245
Lmr.2

residents and submitted to Alderman Merling by Mr. Colin diCenzo, 28 Millen Avenue. However, it is now apparent that 10 of the 14 residents have changed their opinion and no longer want the "Permit Parking" regulation.

The "Permit Parking" signs were scheduled to be erected on 1991 November 25. However, because of the new petition, the Traffic Department put the signs on hold until the Committee has had an opportunity to deal with the matter.

It is the Traffic Department's recommendation that, since 71 percent of the abutting residents no longer wish to have a "Permit Parking" regulation implemented on their street, the by-law entry be rescinded and the signing not be changed as previously requested.


ROSEDENE
INVERNESS AVENUE EAST
TANNER ST.
INVERNESS AVE. W.
JAMES
UPPER
WAVELL AVENUE
BUCHANAN STREET
C
DUFF STREET
CHURCHILL AVENUE
QUEENSDALE AVENUE
QUEENSDALE AVE. W.
QUEENSDALE
H
GEORGE
EMPRESS
BRANTDALE AVENUE
MILLEN AVENUE
OLIVET UNITED CHURCH
PRINCE
BRUCEDALE AVE. W.
BRUCEDALE
DE-3/S-911
E
PARKING AREA
GENESEE STREET
STREET

F(xxi)
(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 December 2

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Elmwood Avenue between Upper Paradise Road and the westerly end - Parking Regulations. **(TEC-281-91)**

RECOMMENDATION:

a) That a "No Parking, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the south side of Elmwood Avenue between Upper Paradise Road and the westerly end; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

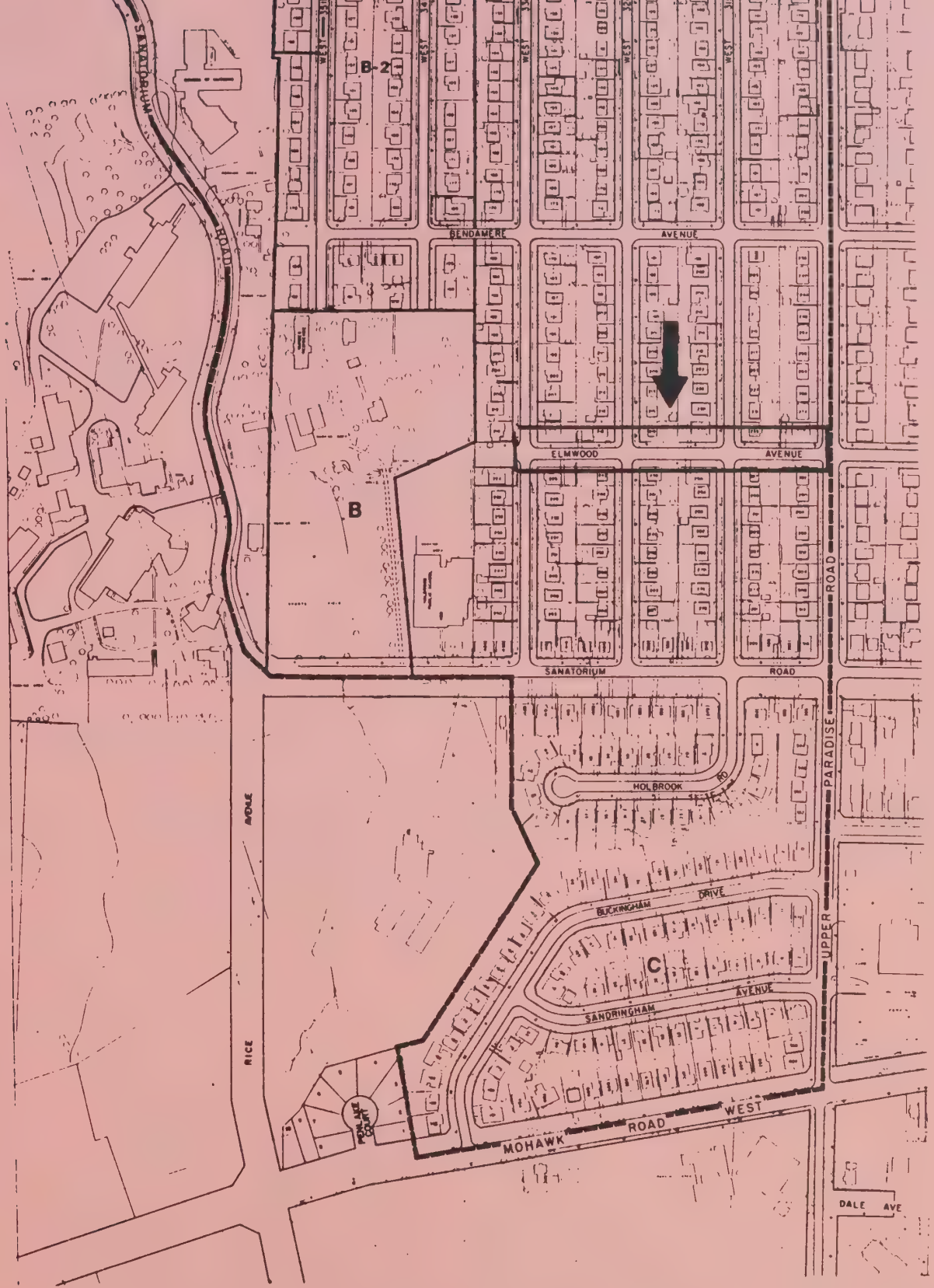
There are sufficient funds available in the 1992 Traffic Department operating budget estimates to cover the costs of manufacturing, installing and maintaining the required signs.

BACKGROUND:

Alderman Don Ross has forwarded to the Traffic Department a petition circulated by Mrs. B. Creek, 40 West 32nd Street, requesting that a "No Parking, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the south side of Elmwood Avenue from Upper Paradise Road to the westerly limits of the street.

Elmwood Avenue in the area has no sidewalks, and presently, there is unrestricted parking along both sides of the street between Upper Paradise and the westerly end. The westerly end of Elmwood Avenue leads to the rear of Holbrook Public School and since vehicles park along both sides of this 24 foot wide street, school children and other pedestrians are forced to walk along the middle of the roadway and are often in conflict with vehicles driving in the centre of the road between the parked cars. The Traffic Department supports the principle of prohibiting parking on one side of narrow streets such as this to facilitate traffic flow and driveway movements.

The petition contains 35 signatures all in favour of the proposed regulation. Included are signatures from 9 of the 12 residents whose side yards abut the street. Observations indicate that a majority of the vehicles parked on Elmwood in this area, do not belong to residents and all homes in this area have off-street parking available. Therefore, the implementation of the requested regulation will not adversely affect residents of the area and the Traffic Department concurs with the request. In addition, the Public Works Department will be requested to examine the need for a sidewalk along the subject section of Elmwood.



25	26	26
103	134	133
46	46	49

This is not a Legal Document
For Zoning Verification Please
Contact City Building Department.

Neighbourhood Boundary
Zoning Boundary

CITY OF HAMILTON

WESTCLIFFE WE

ZONING

0 100m

SCALE 50m

F(xxii)
(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 December 4

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Arkell Street between Newton Avenue and Paisley Avenue - Parking Regulations. [TEC-290-91]

RECOMMENDATION:

a) That a "Two Hour Parking Time Limit; 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the south side of Arkell Street between Newton Avenue and Paisley Avenue; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $24.00 charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

Alderman Mary Kiss has forwarded the results of a recent poll she conducted regarding parking regulations on Arkell between Newton and Paisley.

A total of 23 of the 31 residents responded to the questionnaire. Twenty are in favour of a parking time limit and three are opposed. A majority (90 percent) of those in favour prefer a "Two Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation.

Arkell has a 28 foot pavement width and presently, parking is prohibited on the north side and there is unrestricted free parking on the south side of the street in this block. The implementation of the requested regulation will eliminate long-term non-resident parking and area residents would be entitled to purchase permits at a cost of $25.68 (including G.S.T.) per permit each year to exempt their vehicles from the signed parking time limit. Therefore, since 65 percent of the abutting residents are in favour of a "Two Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation, the Traffic Department concurs with the request.


KING STREET
AVENUE
CLINE
NORTH
AVENUE
OVAL
WEST
STREET
G
C
H
G-3
SOUTH
ROAD
MARION
AVENUE S.
BOND
LONGWOOD
PARADISE
OLMSTE
PAISLEY
BARCLAY
ARKELL
NEWTON
SITE PLAN CONTROL BY LAW NO 84-81
C/S 860
E
H/S-145
S-1041a
EXPRESSWAY
CHEDOKE
PAUL
STREET
SOUTHVIEW PL
DOW

F(xxiii)
Ca)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 December 6

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Biggar Avenue - Parking Regulations. **(TEC-279-91)**

RECOMMENDATION:

a) That the existing "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of Biggar Avenue, be extended by 30 feet easterly; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

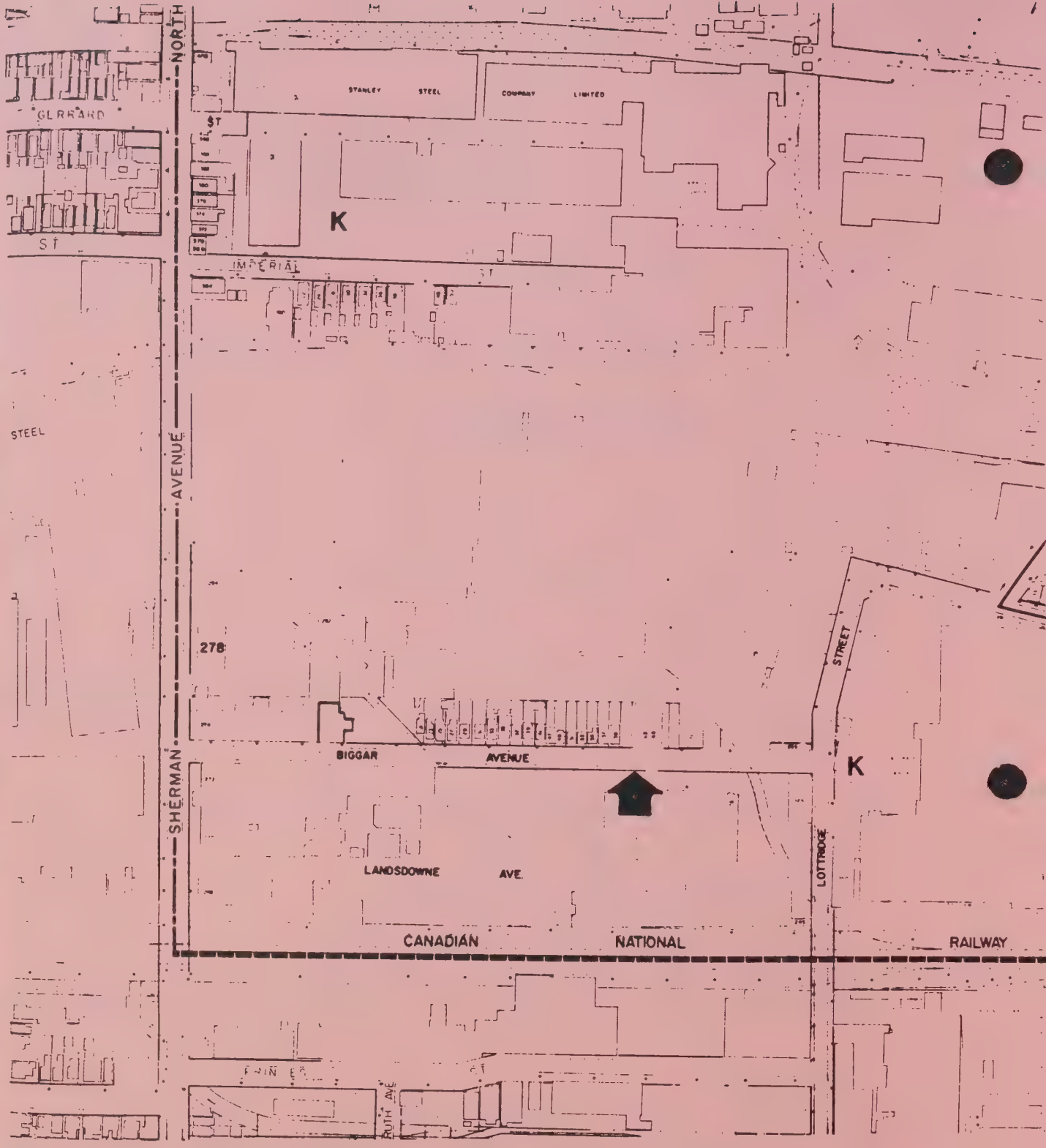
Sufficient funds have been provided in the 1992 Traffic Department operating budget estimates to cover the cost of relocating the required signs.

BACKGROUND:

The Traffic Department has received a request from a resident of Biggar Avenue that the existing time limit parking area be extended to allow parking for one additional vehicle.

Biggar has a 30 foot pavement width, and presently, parking is prohibited on both sides of the street to facilitate truck movements for the abutting businesses, except for a section of a "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation in the middle of the block.

The Traffic Department concurs with the request since an investigation has revealed that, due to an abandoned driveway approach at No. 76 Biggar, an additional parking space could be restored to the street without interfering with truck movements to and from the adjacent industrial property.


NORTH
GERRARD
ST
STANLEY
STEEL
COMPANY
LIMITED
K
IMPERIAL
ST
STEEL
AVENUE
278
STREET
BIGGAR
AVENUE
K
SHERMAN
LANDSDOWNE
AVE.
LOTTRIDGE
CANADIAN
NATIONAL
RAILWAY
FAIN ST
RUTH AVE

F(xxiv)
(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 December 9

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

West Side of East 22nd Street, South of Concession Street - Parking Regulations. **(TEC-268-91)**

RECOMMENDATION:

a) That a "No Parking" regulation be implemented on the west side of East 22nd Street, commencing 69 feet south of Concession St. and extending to a point 40 feet southerly therefrom; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget estimates to cover the cost of removing the existing meters, and manufacturing, erecting and maintaining the required signs. There will be a loss of revenue from two parking meters.

BACKGROUND:

The Traffic Department has received a request from the proprietor of Gallery Custom Doors, 562 Concession Street to implement a loading zone on the west side of East 22nd adjacent to his business. The second floor of this building is used for residential apartments and there is tenant parking at the rear of the building.

East 22nd has a 28 foot pavement width, and presently, there is unrestricted free parking on the east side and parking meters on the west side of the street in this area. The requested "No Parking" regulation would result in the loss of two on-street metered parking spaces. However, there would be two metered spaces remaining adjacent to this business and there are parking meters on Concession for customer parking associated with area businesses. Therefore, no parking difficulties should occur and the Traffic Department concurs with this request.

CUMBERLAND AVENUE
CUMBERLAND
SANFORD
BURRIS
FAIRLIGHT
HOLTON
EASTBOURNE
SHERMAN
TWENTIETH
CANADIAN NATIONAL
SHERMAN ACCESS
BROW
A
PARK AVENUE
MOUNTAIN PARK
A
AVENUE
STREET
E
W/S 250
G3
SUMMIT
CLIFF
HAMILTON
VIEWPOINT
POPLAR
AVENUE
CONCESSION
H
E/S·67
D·367
G3
D
C
H
AUDREY STREET
CROCKETT STREET
RUSSELL STREET
FIRST
SECOND
THIRD
FOURTH
FIFTH
SIXTH
SEVENTH
TWENTY
TWENTY FIRST
TWENTY THIRD
TWENTY FIFTH
TWENTY SEVENTH
TWENTY NINTH
THIRTY
EAST
UPPER SHERMAN
EASTMOUNT PARK
MUNN
QUEENSDALE
G
C
W/S 31
AVENUE
STREET

F(xxv)
(a)

CITY OF HAMILTON

- RECOMMENDATION -

DEC 27 1991

DATE: 1991 December 17

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

North Side of Gertrude Street, west of Depew Street - Removal of a Wheelchair Loading Zone. [TEC-296-91]

RECOMMENDATION:

a) That the existing "No Stopping, Wheelchair Loading Only, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the north side of Gertrude Street which commences 615 feet west of Depew Street and extends to a point 26 feet westerly therefrom, be removed; and

b) That the City Traffic By-law 89-72 be amended accordingly.

M. Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget estimates to cover the cost of removing the subject signs.

BACKGROUND:

City Council, at its meeting held 1989 April 25, approved a recommendation to establish a wheelchair loading zone on the north side of Gertrude for Mr. Fisher at No. 69 Gertrude Street. However, a nearby resident recently contacted the Traffic Department with concerns that the regulation is never used since Mr. Fisher is now in the hospital.

The Traffic Department recently contacted Mrs. Fisher who has stated that the signs are no longer required since her husband is home from the hospital for only a few days each month, and requested that the signs be removed. Therefore, the Traffic Department concurs with the request.


INDUSTRIAL DRIVE
COAL CARBONIZING CO.
PROCTOR GAMBLE CO.
BURLINGTON STREET EAST
PROCTOR GAMBLE CO. LTD.
PROCTOR & GAMBLE CO. LTD.
DOMINION FOUNDRIES & STEEL CO.
HAMILTON BRIDGE CO. LTD.
DEPEW ST.
GAGE AVENUE NORTH
OTTAWA STREET NORTH
ST. GERTRUDE ST.
BEACH BOULEVARD
BEACH ROAD
ALSTEMAR AVE.
LYNDHURST AVE.
K

F(b)(i)

CITY OF HAMILTON

- RECOMMENDATION -

NOV 0 8 1991

DATE: 1991 October 22

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Eugene Street and Pottruff Road - Intersection Control. [TEC-247-91]

RECOMMENDATION:

a) That three-way stop control be implemented at the intersection of Eugene Street and Pottruff Road; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Dominic Agostino has advised of a request from Mr. Romano D'Angelo, 167 Pottruff Road, that three-way stop control be implemented at the intersection of Pottruff and Eugene or Pottruff and Ede.

The subject intersections are both "T type intersections and presently, westbound traffic on Ede and on Eugene is required to stop for northbound and southbound traffic on Pottruff. Traffic Department records indicate that there has been only one reported collision at each intersection in the past eight years. Thus, the intersections are operating safely.

Although there has not been a documented collision problem at either intersection, and stop signs should not be used for the purpose of speed control, Pottruff between Queenston and Melvin is approximately 0.74 miles in length with no stop signs. It would be advantageous to erect one stop on this section of road and the intersection of Eugene and Pottruff is a suitable location since it could be considered to be an intersection of two neighbourhood collector streets. Therefore, the Traffic Department concurs with the request.


99
104
94
100
85
115
51
32
55
This is not a Legal Document
For Zoning Verification Please
Contact City Building Department.
Neighbourhood Boundary
Zoning Boundary.
Prepared for The City of Hamilton
by the Planning and Development Department
of The Regional Municipality of Hamilton Wentworth
CITY OF HAMILTON
KENTLEY
ZONING
0
100m
SCALE
50m
NORTH
ZONING MAP NO.
406
JUNE 1988
PAGE NO.
85
B
B-1
B/S-923
EDE STREET
B-2
D
HART PL
DRIVE
NORTH
KENTLEY
SANDLYN CT.
NUGENT
C
EUGENE ST.
NUGENT
TIA DR
REDWOOD CT.
DRIVE
NORTH
ROAD
POTTRUFF
WOODMAN
B/S-923
C
DE/S-95
E-2/S-18
G-3
HH/S-910
HH
DE/S-140
DE-2/S-186
E-2
C
HH
HH
B-1
E-2/S-71
B
QUEENSTON
ROAD
TRUFF RD
MAN DRIVE S
EASTVALE
AVENUE
ARMSTRONG

F(b)(ii)

CITY OF HAMILTON

- RECOMMENDATION -

NOV 0 8 1991

DATE: 1991 October 23

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Stop signs on Glendale Avenue between King and Cannon Streets. (TEC-251-91)

RECOMMENDATION:

(a) That the direction of stop control at the intersection of Glendale Avenue and Dunsmure Road be switched from the existing northbound and southbound stop on Glendale Avenue to an eastbound and westbound stop on Dunsmure Road; and

(b) That three-way stop control be implemented at the northerly intersection of Glendale Avenue and Roxborough Avenue; and

(c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

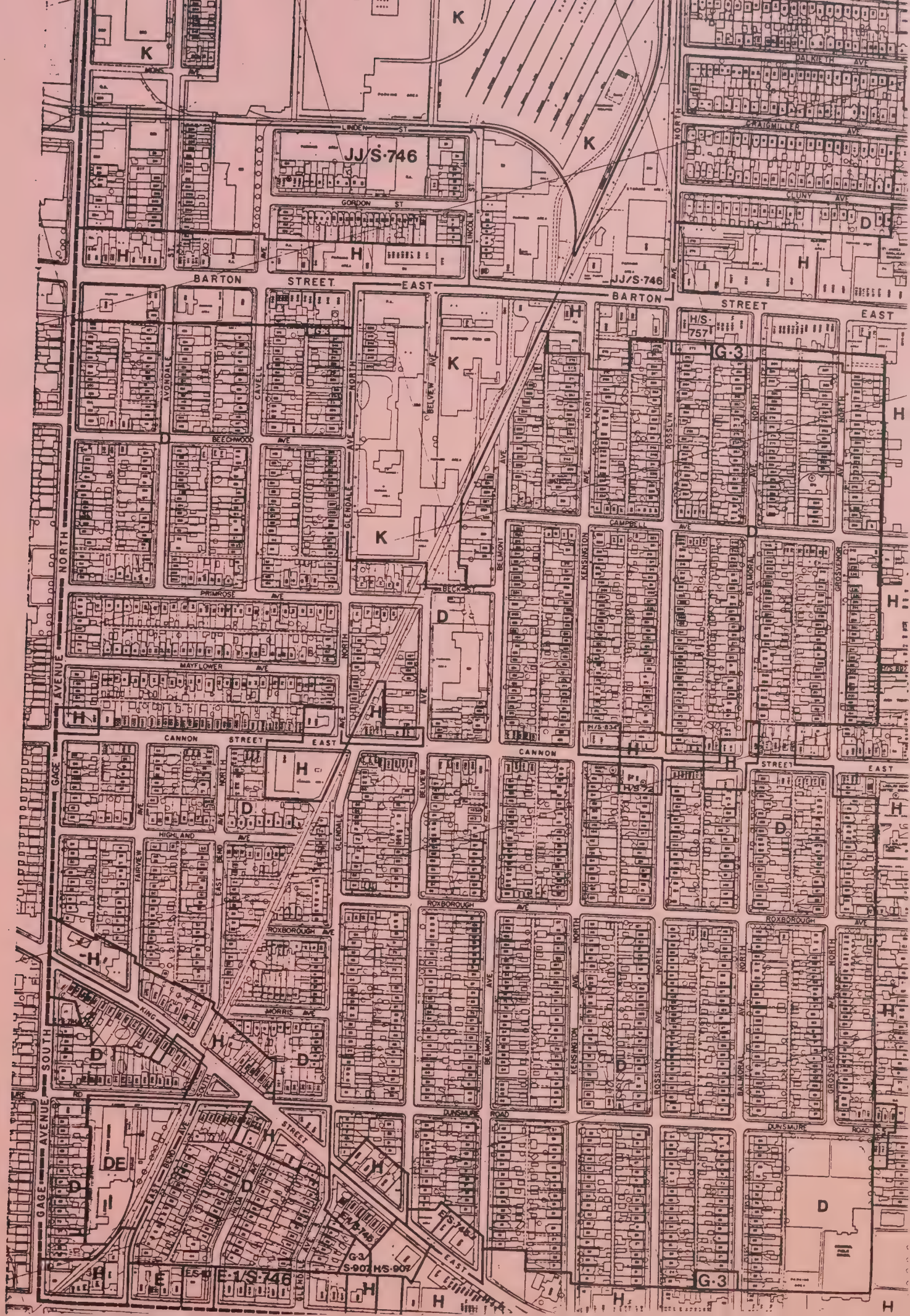
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required stop signs.

BACKGROUND:

Regional Council recently approved the installation of a traffic signal at the intersection of King Street East and Glendale Avenue. However, there is a concern that the existing northbound and southbound stop signs on Glendale Avenue at Dunsmure Road are located too close to the future signal at King Street such that a high degree of stop sign violations might occur. It has been found that erecting stop signs within 1,000 feet of a traffic signal creates a conflict for the motorist in that the motorist "attempting to make the light" frequently fails to stop for the stop signs. The intersection of Glendale and Dunsmure is only approximately 100 feet away from the future traffic signal at King Street. Therefore, it is recommended that the existing north/south stop be switched to an east/west stop to avoid any conflict at this intersection.

Switching the direction of stop control would result in there being no north/south stops on Glendale Avenue between King and Cannon (a distance of approximately 1300 feet). Therefore, it is also recommended that stop signs be erected to control northbound and southbound traffic on Glendale at the northerly intersection with Roxborough.


BARTON STREET EAST
JJ/S-746
LINDEN ST
GORDON ST
LINCOLN ST
CRAIGMILLER AVE
CLUNY AVE
DALKEITH AVE
NORTH GAGE AVENUE
AVONDALE AVE
CAVELL AVE NORTH
BEECHWOOD AVE
GLENDALE AVE
BELVIEW AVE
ROSSLYN AVE NORTH
BECK ST
BELMONT AVE
KENSINGTON AVE NORTH
CAMPBELL AVE
BALMORA AVE NORTH
GROSVENOR AVE
PRIMROSE AVE
MAYFLOWER AVE
CANNON STREET EAST
HIGHLAND AVE
FAIRVIEW AVE
EAST BEND AVE
ROXBOROUGH AVE
MORRIS AVE
KING ST
SOUTH GAGE AVENUE
DUNSMUIR ROAD
H/S-757
H/S-834
E/S-748
E/S-746
G-3
S-907 H/S-907
E-1/S-746
K
H
D
DE
E
G-3

F(6)(iii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 October 29

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Greenshire Drive and Cranbrook Drive - Intersection Control.
[TEC-259-91]

RECOMMENDATION:

a) That northbound traffic on Greenshire Drive be required to stop for eastbound and westbound traffic on Cranbrook Drive; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

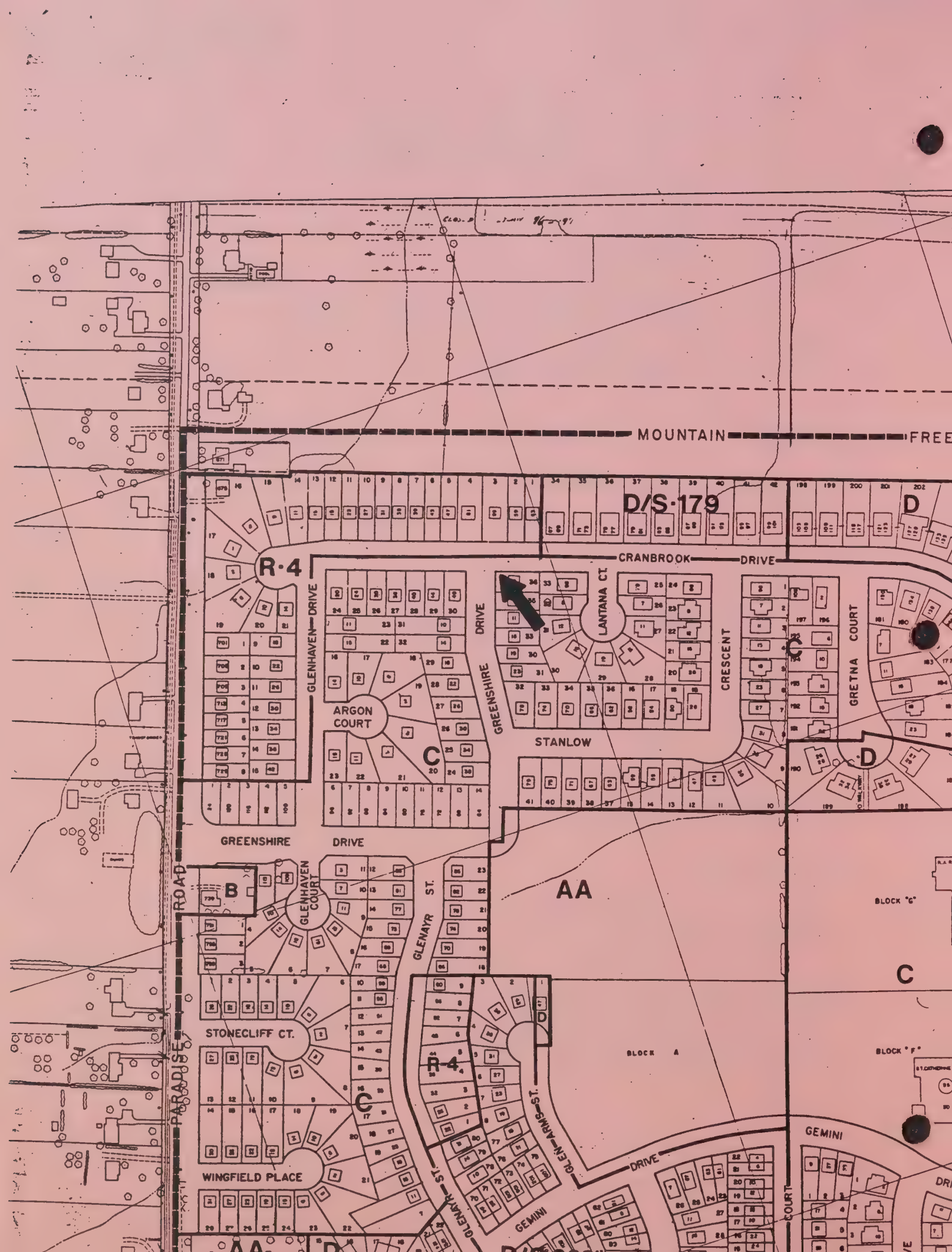
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Tom Murray has requested that stop control be implemented at the intersection of Greenshire and Cranbrook.

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. Therefore, as a safety measure related to the right-of-way at the intersection, the Traffic Department recommends that stop control be implemented on the stem of this "T" type intersection such that northbound traffic on Greenshire would be required to stop for eastbound and westbound traffic on Cranbrook.


MOUNTAIN
FREE
D/S-179
D
R-4
CRANBROOK DRIVE
GLENHAVEN DRIVE
GREENSHIRE DRIVE
ARGON COURT
LANTANA CT.
CRESCENT
GRETNA COURT
STANLOW
C
D
GREENSHIRE DRIVE
B
GLENHAVEN COURT
GLENAYR ST.
AA
BLOCK "G"
C
STONECLIFF CT.
PARADISE ROAD
R-4
D
BLOCK A
BLOCK "F"
WINGFIELD PLACE
GLENARMS ST.
GEMINI
DRIVE
GLENAYR ST.
GEMINI
COURT

F(b)(iv)

CITY OF HAMILTON

- RECOMMENDATION -

NOV 0 8 1991

DATE: 1991 November 7

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Hadeland Avenue and Wendover Drive - Intersection Control [TEC-273-91]

RECOMMENDATION:

a) That three-way stop control be implemented at the intersection of Hadeland Avenue and Wendover Drive; and

b) That the direction of stop control at the intersection of Wendover Drive and Appleford Road be switched from northbound and southbound to eastbound and westbound; and

c) That the City Traffic By-law 89-72 be amended accordingly

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

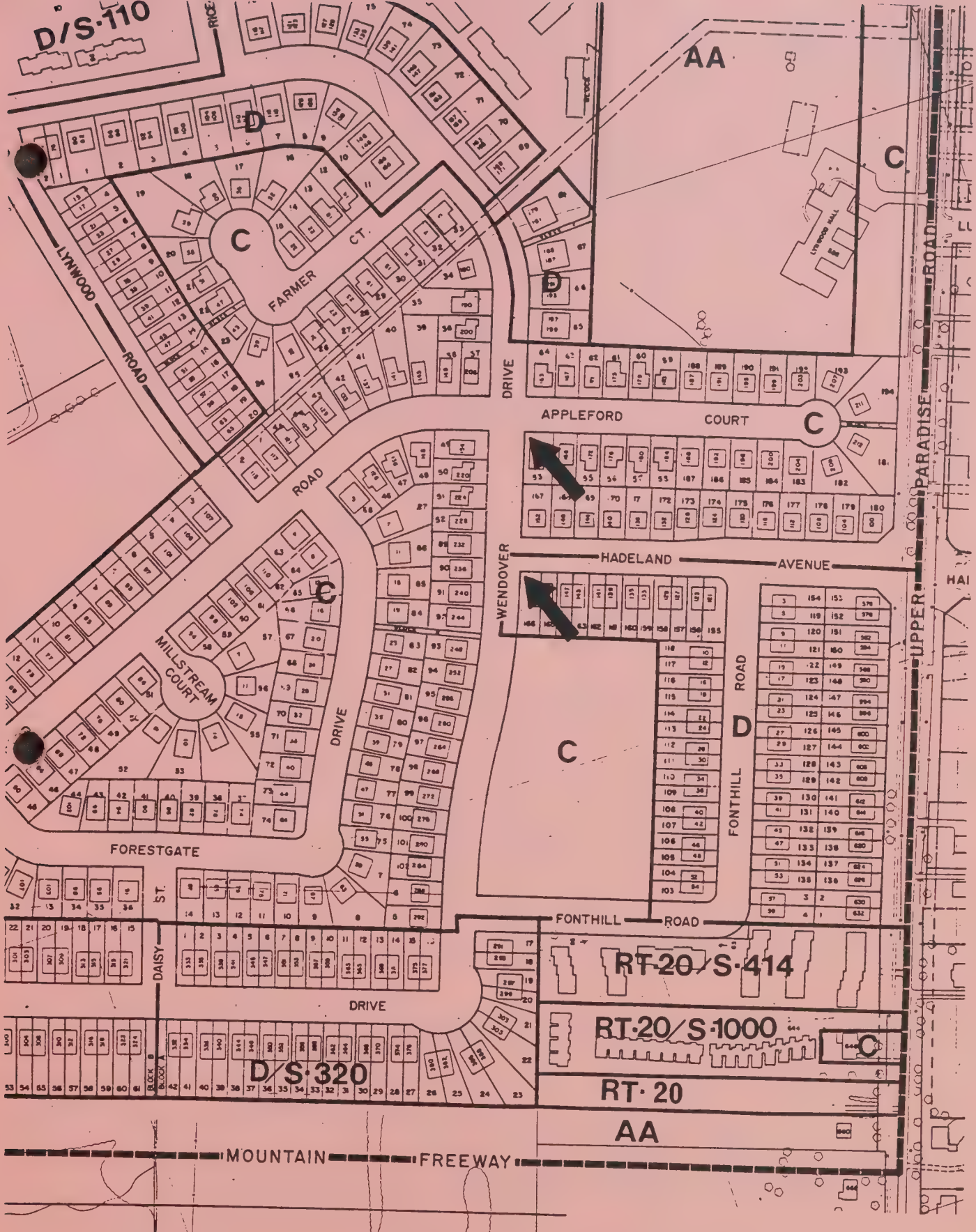
Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Tom Murray has advised of a request from Mr. Wake, 147 Hadeland Avenue, that three-way stop control be implemented at the intersection of Hadeland and Wendover.

The subject intersection is a "T" type intersection and presently, westbound traffic on Hadeland is required to stop for northbound and southbound traffic on Wendover. Traffic Department records indicate that there have been four reported collisions at this intersection in the past eight years. This is not an abnormal collision record for this type of intersection.

Notwithstanding, the Traffic Department has concluded that the subject intersection meets at least one of the criteria respecting the use of all-direction stop control since it is the intersection of two neighbourhood collector streets. However, traffic on Wendover is presently required to stop at four of the six intersections between Rice and Daisy. We would consider and additional stop on Wendover to be over-restrictive and unnecessary. Therefore, the Traffic Department recommends that three-way stop control be implemented at the intersection of Hadeland and Wendover, and that the direction of stop control at the intersection of Wendover and Appleford be switched from northbound and southbound to eastbound and westbound.



103	134	133
	46	49
	57	50

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F(6)(v)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 November 29

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Roadways in the vicinity of Roxborough Park Public School. **(TEC-269-91)**

RECOMMENDATION:

a) That three-way stop control be implemented at the intersection of Ayr Street and Bingham Road; and

b) That three-way stop control be implemented at the intersection of Oriole Crescent, Glengrove Avenue and Armstrong Avenue; and

c) That appropriate pavement markings be painted at the following intersections:
- Ayr Street and Bingham Road
- Oriole Crescent, Glengrove Avenue and Armstrong Avenue
- Main Street East and Reid Avenue
- Ayr Street and Reid Avenue; and

d) That a School Crossing Guard not be assigned to the intersection of Reid Avenue North and Ayr Street or to the intersection of Reid Avenue North and Dunsmure Road; and

e) That the Traffic Department contact the Principal of Roxborough Park School to request that children wishing to cross Reid Avenue in the vicinity of the school, be advised to do so at the three-way stop at Reid Avenue and Ayr Street; and

f) That the Hamilton Street Railway relocate the existing northbound midblock bus stop and recovery point on the east side of Reid Avenue, 125 feet north of Dunsmure Road, to a point 165 feet north of Dunsmure Road on a trial basis; and

g) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The cost to assign a School Crossing Guard to any intersection in the City is approximately $6,000.00 per year. No funds were budgeted in the 1991 Traffic Budget for additional School Crossing Guards. There are sufficient funds available in the 1992 Traffic Department Operating Budget estimates to cover the costs of manufacturing, erecting and maintaining the required signs and pavement markings.

BACKGROUND:

At recent public meetings with staff, the Principal of Roxborough Park School and Alderman Dave Wilson requests were received that:

- three-way stop control be installed at the intersection of Ayr Street and Bingham Road

- three-way stop control be installed at the intersection of Oriole Crescent, Glengrove Avenue and Armstrong Avenue

- pavement markings be reviewed at intersections in the vicinity of the school

- a School Crossing Guard be assigned to Reid Avenue in the vicinity of Dunsmure Road.

The Traffic Department has the following report:

Intersection of Ayr Street and Bingham Road

Presently, eastbound traffic on Ayr Street is required to stop for northbound and southbound traffic on Bingham Road and there are no crosswalks painted at this intersection. The intersection is situated in close proximity to the front door of Roxborough Park School and many school students cross at this location daily. Therefore, this intersection meets one of the criteria utilized by the Traffic Department when determining when all direction stop control should be implemented. For this reason, the Traffic Department recommends that three-way stop control be implemented at the intersection of Ayr Street and Bingham Road and that stop bars be painted on all legs and crosswalks be painted across the westerly and southerly legs at this intersection.

Intersection of Oriole Crescent, Glengrove Avenue and Armstrong Avenue

Presently, southbound traffic on Oriole Crescent is required to stop at this intersection and there are no crosswalks painted at this location. The Traffic Department supports all-direction stop control at local residential street intersections only on the basis of certain criteria or special conditions. There is a sharp curve in Glengrove/Armstrong at this unusual "Y" shaped intersection. This unusual intersection configuration could be confusing to motorists. Therefore, since a special condition exists at this location, the Traffic Department recommends that three-way stop control be implemented at the intersection of Oriole Crescent, Glengrove Avenue and Armstrong Avenue and that stop bars be painted on all legs and crosswalks be painted across Armstrong Avenue and Oriole

Crescent at this location.

Pavement Markings at other locations

Presently, there are no pavement markings at the three-way stop controlled intersection of Main and Reid, and only the east leg has a stop bar and crosswalks at the three-way stop controlled intersection of Ayr and Reid. Both these intersections abut Roxborough Park School grounds and children cross at these locations on a regular basis. Therefore, as a safety measure, stop bars and crosswalks will be painted on all legs of these intersections.

Request for School Crossing Guard

Studies were conducted at and between the intersections of Reid and Ayr and Reid and Dunsmure on 1991 November 06. It was observed as follows:

Volume of Children Crossing

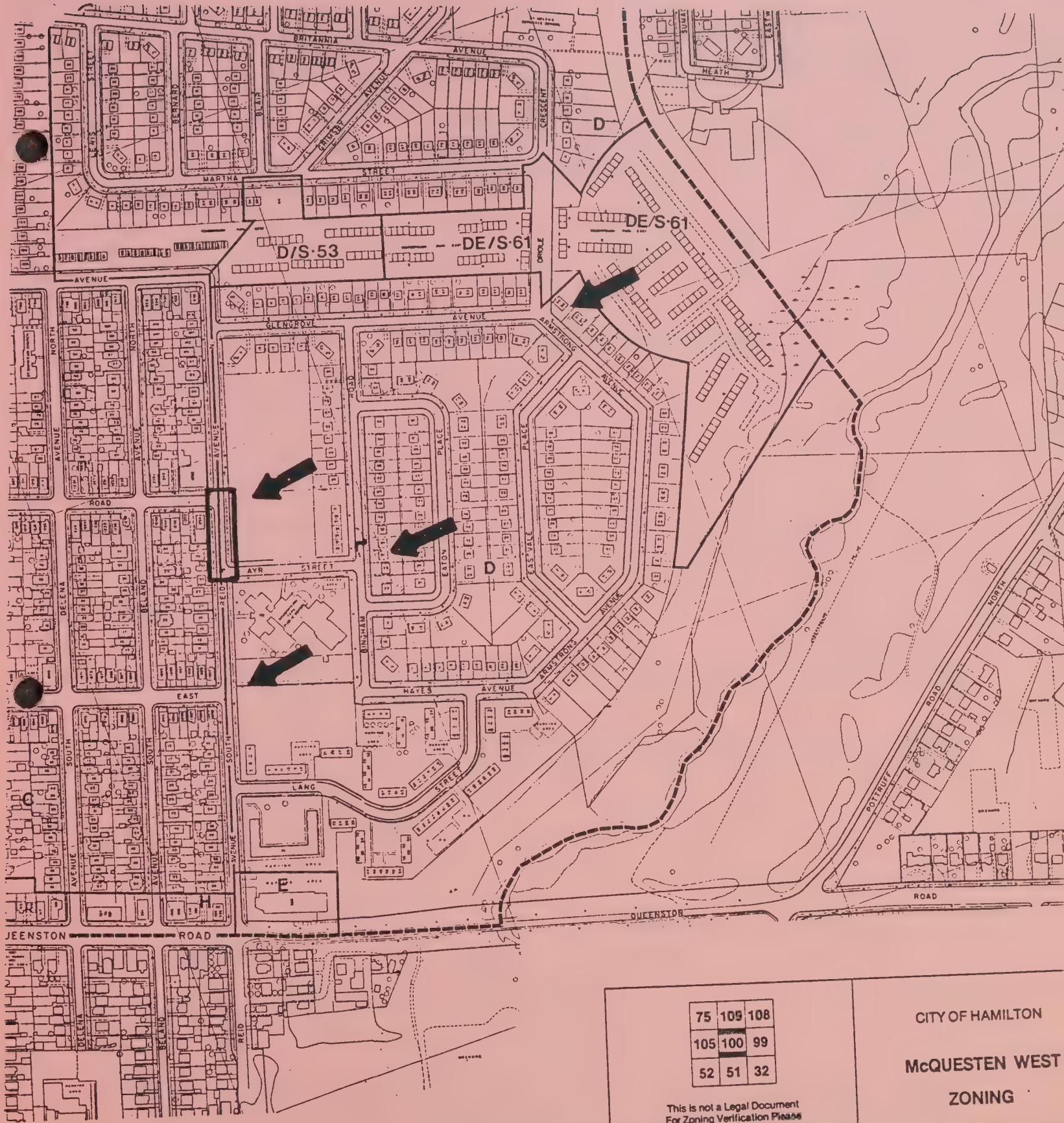
Location	Morning	Lunch Dismissal	Lunch Entry	Evening
Reid at Dunsmure	21	12	15	9
Reid - Dunsmure to Ayr	0	0	0	6
Reid at Ayr	4	1	5	10
Dunsmure at Reid	4	1	2	2
Ayr at Reid	91	48	44	80

In summary, during the entire 2-hour and 50 minute study, 83 children crossed Reid in this area, while 263 children crossed Ayr and 9 children crossed Dunsmure.

During all crossing times only approximately 100 vehicles per hour use Reid and fewer then 60 vehicles per hour use Ayr, while less then 50 vehicles per hour use Dunsmure. These volumes are considered to be extremely low traffic volumes, even for local streets such as these. Observations at these intersections indicate that the large number of children had absolutely no problems crossing at Reid and Ayr with the three-way stop control, while children crossing Reid and Dunsmure had no problems crossing due to the large number of safe gaps in traffic. However, it was noted that there is a bus stop on the east side of Reid, 125 feet north of Dunsmure and Hamilton Street Railway buses use this stop as a recovery point. While buses are stopped at this location, southbound motorists are unable to adequately see children crossing Reid from the east side to the west side at Dunsmure. The H.S.R. have agreed to relocate this stop further north to eliminate this visibility problem, on a trial basis, pending any complaints from abutting home owners.

Records indicate that there have been no motor vehicle collisions in at least the past five years which involved school aged pedestrians at the intersection of Ayr and Reid or on Reid between Ayr and Dunsmure. However, records indicate that there have been two school children involved in collisions at the intersection of Reid and Dunsmure. One collision occurred on 1990 December 11, and involved a six year old child who ran eastbound off the northwest corner of the intersection from behind a parked vehicle and who was struck by a southbound vehicle. The second collision occurred on 1991 October 8, and involved a seven year old child who ran into Reid Avenue just north of Dunsmure Road and who was also struck by a southbound vehicle. Although these type of collisions are extremely regrettable, it is uncertain whether the presence of a School Crossing Guard could have averted these motor vehicle collisions.

The purpose of a School Crossing Guard is to stop moving vehicles in order to create gaps in traffic to enable children to cross roadways safely. Due to the extremely low traffic volumes and the presence of large gaps in traffic on Reid, Dunsmure and Ayr in this area, a School Crossing Guard is not required. Therefore, it is recommended that a School Crossing Guard not be assigned to the intersection of Reid and Ayr or to the intersection of Reid and Dunsmure. However, it is recommended that the Principal of Roxborough Park School be contacted to request that children wishing to cross Reid in this area, be advised to do so at the three-way stop at Reid and Ayr, rather than at midblock locations or at Dunsmure where northbound and southbound vehicular traffic is not required to stop.



75	105	108
105	100	99
52	51	32

This is not a Legal Document
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Contact City Building Department.

CITY OF HAMILTON

McQUESTEN WEST
ZONING

Neighbourhood Boundary
Zoning Boundary.

0 50m 100m
SCALE

Prepared for The City of Hamilton
by the Planning and Development Department
of The Regional Municipality of Hamilton Wentworth

PLANNING UNIT NO. 6507

JUNE 1988

F(6)(vi)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 December 6

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Bendamere Avenue between Upper Paradise Road and Garth Street - Intersection Control. [TEC-292-91]

RECOMMENDATION:

a) That four-way stop control be implemented at the intersection of West 27th Street and Bendamere Avenue; and

b) That the existing northbound and southbound stop control at the intersection of West 23rd Street and Bendamere Avenue be switched to eastbound and westbound stop control; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been provided in the 1992 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required stop signs.

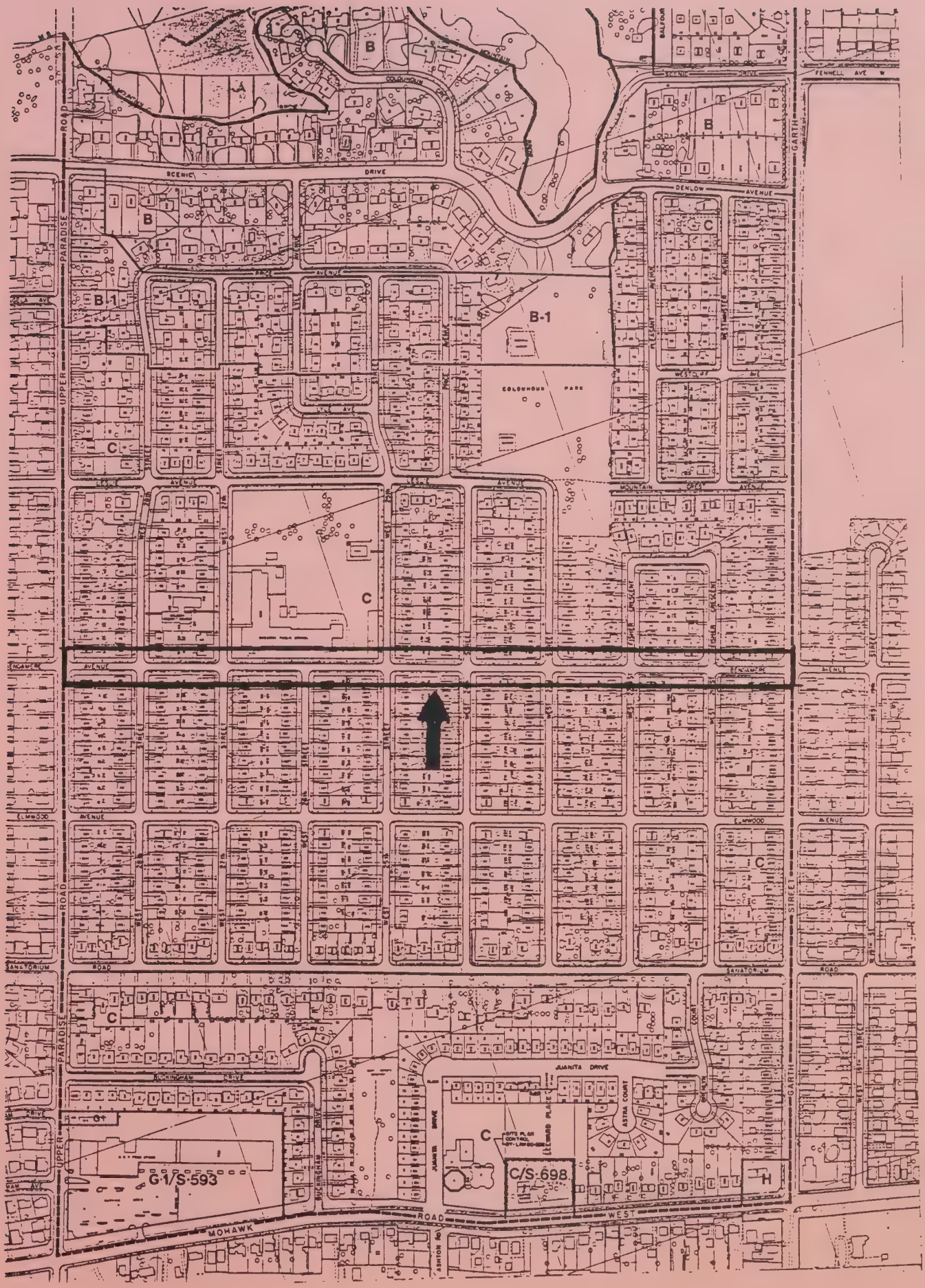
BACKGROUND:

In July 1991, the City Council approved the erection of stop signs on Sanatorium Road at West 22nd, West 24th, West 26th, and West 32nd Streets in an effort to downgrade the use

of Sanatorium to a local residential street rather than a through street. However, since the stop signs were erected concerns have been expressed by some residents of Bendamere Avenue that the volume of traffic on Bendamere has increased. Traffic Department studies have not shown any increase in the volume of traffic on Bendamere following the erection of stop signs on Sanatorium. However, a review of the intersection control on Bendamere between Upper Paradise and Garth reveals that additional eastbound and westbound stop signs should be erected since there is presently only one eastbound and westbound stop control intersection (Sanatorium and West 24th) in this nine block section of street.

The intersection of Bendamere and West 27th would be a suitable candidate for a four-way since it is a immediately adjacent to Chedoke Public School. Northbound and southbound traffic on West 23rd is presently required to stop at Bendamere, and in fact, there are three north/south stops on West 23rd at the three intersections between Sanatorium and Bendamere. Therefore, it would be beneficial to the pattern of stop control on both streets to switch the direction of stop control at the intersection of Bendamere and West 23rd.

The net result of the proposed new and revised stop sign locations would be a logical pattern of stop control on Bendamere, with eastbound and westbound traffic being required to stop at regular intervals of every two or three blocks between Upper Paradise and Garth.


B
B-1
C
C/S-698
G-1/S-593
H
SCENIC DRIVE
DENLOW AVENUE
FENNELL AVE W
UPPER PARADISE ROAD
GARTH STREET
MOHAWK ROAD WEST
SANATORIUM ROAD
ELMWOOD AVENUE
JUANITA DRIVE
ASTRA COURT
COLQUHOUN PARK
MOUNTAIN DRIVE

F(6)(vii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 December 10

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Glen Echo Drive and Secord Drive - Intersection Control (TEC-227-91)

RECOMMENDATION:

a) That three-way stop control be implemented at the intersection of Glen Echo Drive and Secord Drive; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

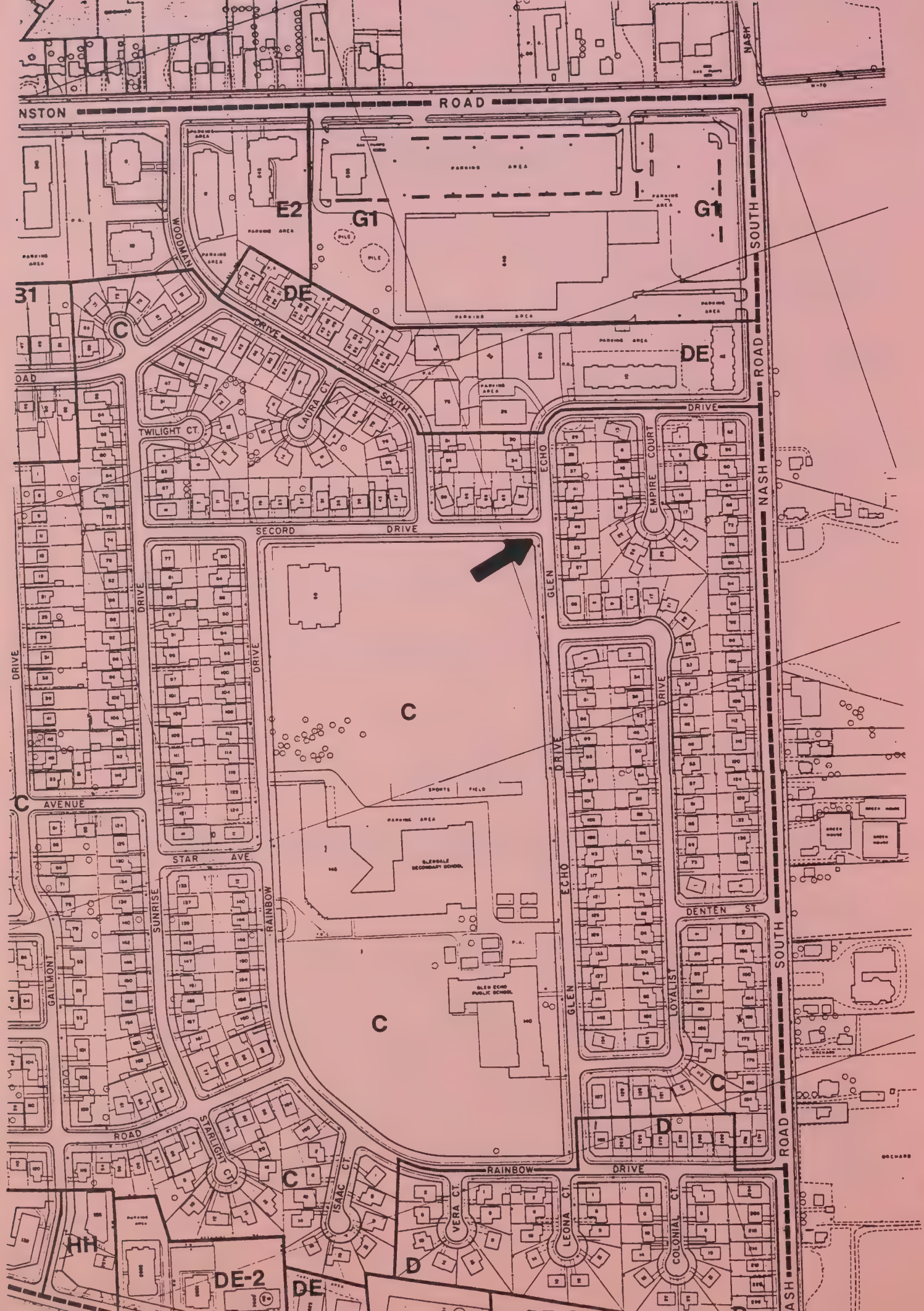
Sufficient funds are provided in the 1992 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Alderman Dominic Agostino that three-way stop control be implemented at the intersection of Glen Echo and Secord.

The subject intersection is a "T" type intersection, and presently, eastbound traffic on Secord is required to stop for northbound and southbound traffic on Glen Echo.

Traffic Department records indicate that there have been no reported collisions at this intersection in the past 6 1/2 years. Thus, the intersection is operating safely. However, this location meets one of the criteria for an all-way stop since it is in close proximity to three schools. Therefore, the Traffic Department concurs with the request that three-way stop control be implemented at this intersection.


ROAD
NSTON
NASH
SOUTH
ROAD
E2
G1
G1
DE
DE
C
C
C
C
C
C
C
C
D
D
HH
DE-2
DE
WOODMAN
DRIVE
LAURA CT.
SOUTH
TWILIGHT CT.
SECORD
DRIVE
ECHO
EMPIRE COURT
DRIVE
GLEN
DRIVE
DRIVE
DRIVE
DRIVE
AVENUE
STAR
AVE
SUNRISE
RAINBOW
GAILMONT
ROAD
STARLIGHT CT.
ISAAC CT.
RAINBOW
DRIVE
VERA CT.
LEONA CT.
COLONIAL CT.
DENTEN ST.
LOYALIST
GLEN
ECHO
DRIVE
SPORTS FIELD
PARKING AREA
GLENDALE SECONDARY SCHOOL
GLEN ECHO PUBLIC SCHOOL
P.S.
PARKING AREA
PARKING AREA
PARKING AREA
PARKING AREA
PARKING AREA
PARKING AREA
PILE
PILE
ORCHARD

F(b)(viii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 November 18

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Hawkridge Avenue and Tyrone Drive Intersection Control/Parking Regulations - (TEC-276-91)

RECOMMENDATION:

(a) That three-way stop control be implemented at the intersection of Hawkridge Avenue and Tyrone Drive; and

(b) That parking be prohibited on the east side of Tyrone Drive commencing at the south leg of Tyrone Drive and extending to a point 91 feet northerly therefrom; and

(c) That parking be prohibited on the north side of the south leg of Tyrone Drive commencing at Tyrone Drive and extending to a point 67 feet easterly therefrom, and

(d) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Former Alderman Tom Murray advised of a request from Mr. Joe Iannuzzi, 306 Hawkridge Avenue, that all direction stop control be implemented at the intersection of Hawkridge and Tyrone.

The subject intersection is a "T" type intersection, and presently, northbound traffic on Hawkridge and westbound traffic on Tyrone is required to stop for eastbound traffic on Tyrone. Traffic Department records indicate that there have been no reported collisions at this intersection in the past eight years. Thus, the intersection is operating extremely safely.

The existing two-way stop control is an unusual and confusing type of intersection control. Therefore, although there has not been a documented collision problem, the Traffic Department concurs with the request for three-way stop control. Also, there is a 90^0 turn in the road, west of the subject intersection and presently parking is permitted on both sides of the street in this area. In order to improve traffic flow around this 90^0 turn, the Traffic Department recommends that parking be prohibited on the inside of this bend in the road.

The implementation of the proposed "No Parking" regulation would result in a loss of approximately four legal on street parking spaces. However, since all abutting residents have driveways and since parking would still be permitted on both sides of the street for the remainder of the block, the Traffic Department does not anticipate any parking difficulties for area residents.


BURRWOOD DR
MARLOWE DR
WEST FIFTH STREET
TYRONE DR
TYRONE DR
JAMESTON
AVENUE
AVENUE
ATHENS STREET
AMANDA STREET
MOHAWK ROAD
CALVIN CHRISTIAN SCHOOL
SITE PLAN CONTROL BY-LAW 81-202
C
C
C

F(c)(i)

CITY OF HAMILTON

- RECOMMENDATION -

NOV 0 8 1991

DATE: 1991 October 25

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Highridge Avenue and Swan Street - Corner Clearance. [TEC-257-91]

RECOMMENDATION:

a) That a "No Stopping" corner clearance be implemented on the east side of Highridge Avenue commencing at Swan Street and extending to a point 59 feet northerly therefrom; and

b) That a "No Stopping" corner clearance be implemented on the east side of Highridge Avenue commencing at Swan Street and extending to a point 69 feet southerly therefrom; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

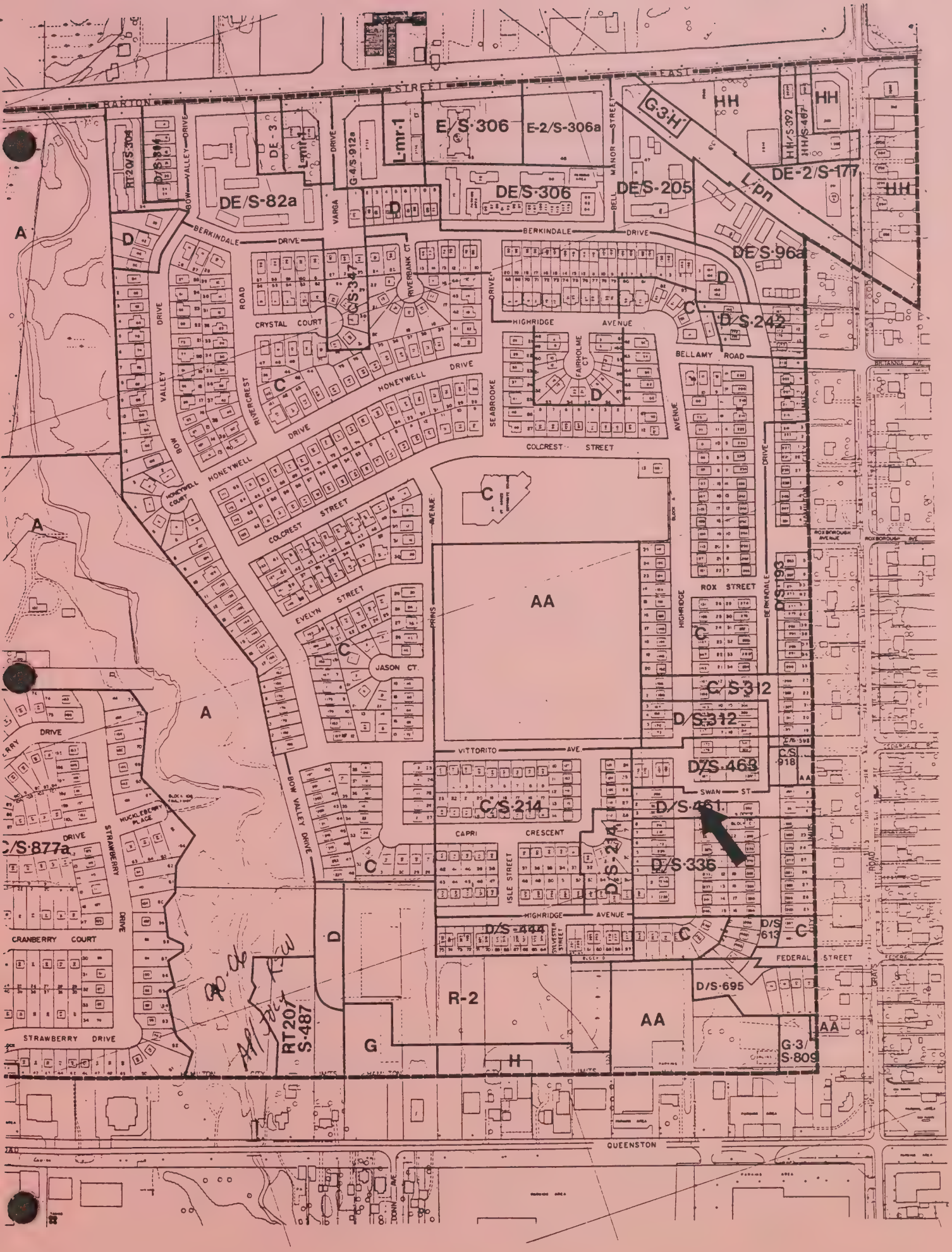
BACKGROUND:

Alderman Dominic Agostino has advised of a concern expressed by Mrs. C. Claxton, regarding a visibility obstruction caused by parked vehicles on the east side of Highridge, north and south of Swan. Alderman Agostino has requested that corner clearances by implemented at this intersection.

Highridge has a 28 foot pavement width, and presently, there is unrestricted free parking on both sides of the street except for a "No Stopping" corner clearance on the west side of the street, south of Vittorito.

An investigation has confirmed that parked vehicles on the east side of Highridge, north and south of Swan do obstruct visibility for westbound motorists on Swan attempting to enter Highridge. Therefore, the Traffic Department concurs with the request.

The implementation of the requested regulations would result in a loss of only two legal on-street parking spaces. However, since all homes in this area have driveways and since parking would be permitted on both sides of the street for the remainder of the block, the Traffic Department does not anticipate any parking difficulties for area residents.


BARTON STREET EAST
G-3/H
HH
HH/S-392
HH/S-467
DE-2/S-177
L/pn
DE/S-205
DE/S-306
E/S-306
E-2/S-306a
Lmr-1
DE-3
G-4/S-912a
DE/S-82a
RT20/S-304
D/S-301
BERKINDALE DRIVE
DE/S-96a
D/S-242
C/S-347
CRYSTAL COURT
HONEYWELL DRIVE
HIGHRIDGE AVENUE
FAIRHOLME CT.
BELLAMY ROAD
COLCREST STREET
EVELYN STREET
JASON CT.
AA
C/S-312
D/S-312
D/S-193
ROX STREET
VITTORITO AVE.
C/S-214
D/S-214
D/S-461
D/S-463
C/S-918
SWAN ST.
CAPRI CRESCENT
D/S-336
ISLE STREET
D/S-444
D/S-613
FEDERAL STREET
D/S-695
C/S-877a
CRANBERRY COURT
STRAWBERRY DRIVE
HUCKLEBERRY PLACE
BOW VALLEY DRIVE
RT20/S-487
R-2
G
H
G-3/S-809
QUEENSTON

F(c)(xii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 December 20

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Division Street and Vansitmart Avenue - Corner Clearance. **(TEC-303-91)**

RECOMMENDATION:

a) That a "No Stopping" corner clearance be implemented on the north side of Vansitmart Avenue commencing at Division Street and extending to a point 74 feet easterly therefrom; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Dave Wilson has advised of concerns regarding visibility at the intersection of Division and Vansitmart.

Vansitmart has a 28 foot pavement width, and presently, parking is prohibited on the south side and there is unrestricted free parking on the north side of the street, east and west of Division, except for a 68 foot "No Stopping" corner clearance on the north side, west of Division.

An investigation has revealed that parked vehicles on the north side of Vansitmart, east of Division, do obstruct visibility of southbound motorists on Division attempting to enter Vansitmart. Therefore, the Traffic Department recommends that stopping be prohibited on the north side of Vansitmart from Division to a point 74 feet easterly.

The implementation of the proposed regulation would result in a loss of two legal on-street parking spaces. However, casual observations have revealed that the street is lightly parked, and since virtually all residents have available off-street parking, the Traffic Department does not anticipate any parking difficulties for area residents.


NORTH
FREIGHT YARDS
CANADIAN
NATIONAL
RAILWA
J/S-837
DUNBAR
SITE PLAN CONTROL
BY-LAW NO 83-227
AVENUE
MERCHISON
VANSITMART
HARRISON
BARTON
STREET
KENILWORTH
NEWLANDS
ALBANY
HOPE
ALLAN
BRITANNIA
CANNON
EAST
HARMONY
DIVISION
COPE
TRAGINA
WEIR
FAIRFIELD
ARCHIBALD
G-3
G3/S-188
CS-456
H
C
DE

F(c)(iii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 December 9

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Margate Avenue and Princeton Drive - Corner Clearance. [TEC-293-91]

RECOMMENDATION:

a) That parking be prohibited on the north side of Margate Avenue commencing at Princeton Drive and extending to a point 98 feet easterly therefrom; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1992 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Tom Jackson has advised of concerns expressed by Mr. Jack Harvey, 47 Margate Avenue, regarding illegally parked vehicles on both sides of Margate immediately east of Princeton, making turning movements extremely difficult. Mr. Harvey has requested that a corner clearance be implemented on Margate.

Margate has a 28 foot pavement width, and presently, there is unrestricted free parking on both sides of the street in this area. The Traffic Department has confirmed that parked vehicles on both sides of the street, east of Princeton, do obstruct turning movements, and

therefore, concurs with the request for a corner clearance.

The implementation of the "No Parking" regulation will result in a loss of approximately three legal on-street parking spaces. However, since all residents in this area have driveways and since parking would still be permitted on both sides of the street for the remainder of the block, the Traffic Department does not anticipate any parking difficulties for area residents.


MOUNTAIN BROW BOULEVARD
WOODCREST DRIVE
OAKCREST DRIVE
ELMHURST DRIVE
DONLEA DRIVE
VALECREST AVENUE
MARGATE AVENUE
SHERWOOD RISE
MORNINGSIDE DRIVE
PINEHURST DRIVE
SOUTHWOOD DRIVE
PRINCETON DRIVE
HIGH STREET
AVENUE EAST
CRESCENT
HARDALE CRESCENT
SHIRLEY STREET
UPPER KENILWORTH AVE
KINGS FOREST DRIVE
RAILWAYS
B-1
B/S-1055
E-2/S-3
DE/S
A
B
C

F(cKiv)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 December 2

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Toby Crescent and Grenadier Drive - Corner Clearance. [TEC-286-91]

RECOMMENDATION:

a) That a "No Stopping" regulation be implemented on the south side of Toby Crescent commencing at Grenadier Drive and extending to a point 70 feet westerly therefrom; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

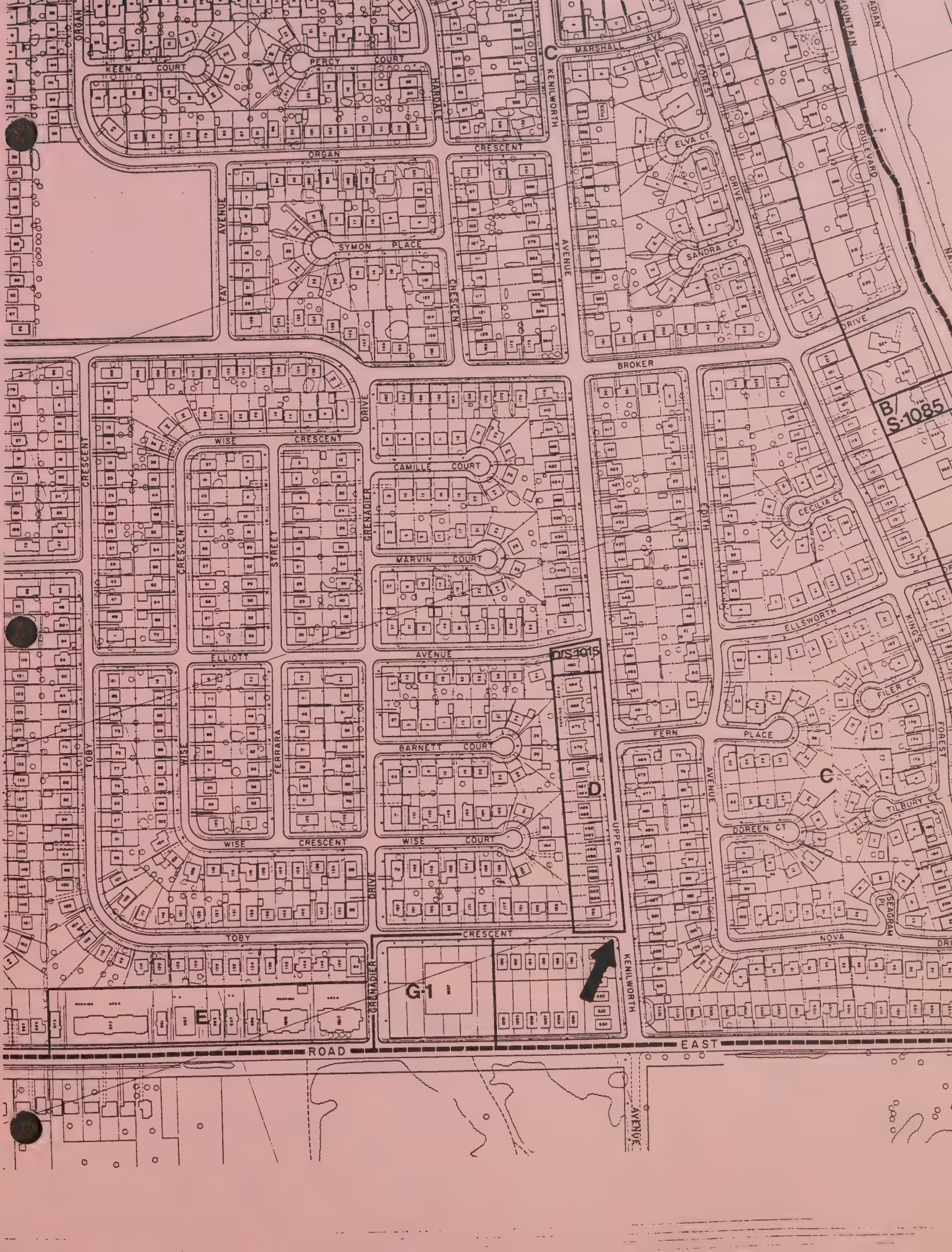
Sufficient funds are provided in the 1992 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mr. Mark Jablonski, 150 Toby Crescent, that a corner clearance be implemented on the south side of Toby, west of Grenadier to facilitate turning movements at this intersection.

Toby has a 28 foot pavement width, and presently, there is unrestricted free parking on both sides of the street in this area. An investigation has confirmed that parked vehicles in this area do obstruct turning movements to some degree. Therefore, the Traffic Department concurs with the request.

The implementation of the requested regulation will result in a loss of only two legal on-street parking spaces. However, since all residents have available off-street parking and since parking would be permitted on both sides of the street for the remainder of the block, the Traffic Department does not anticipate any parking difficulties for area residents.


KEEN COURT
PERCY COURT
ORGAN
HAROLD CRESCENT
KENILWOOD AVENUE
MARSHALL AVE.
FOREST DRIVE
ELVA CT.
SANDRA CT.
MOUNTAIN BOULEVARD
SYMON PLACE
FAY AVENUE
CRESCENT
BROKER
DRIVE
B/S-1085
WISE CRESCENT
CAMILLE COURT
MARVIN COURT
GRENADIER CRESCENT
STREET
ELLIOTT AVENUE
D/S-1015
CECILIA CT.
ELLSWORTH
KINGS
FILER CT.
FERN PLACE
FOREST
BARNETT COURT
WISE CRESCENT
WISE COURT
TOBY CRESCENT
FERRARA
TOBY
DRIVE
UPPER
AVENUE
TILBURY CT.
DOREEN CT.
SEAGRAM PL.
NOVA
G-1
E
GRENADIER
KENILWORTH
ROAD
EAST
AVENUE

F(d)

CITY OF HAMILTON

- RECOMMENDATION -

NOV 0 8 1991

DATE: 1991 October 25

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 276 Mountain Park Avenue - Application for a Time Limit Exemption Permit. [TEC-256-91]

RECOMMENDATION:

That the Director of Traffic Services be authorized to issue, upon request, one time limit exemption permit to each of the first two eligible applicants residing in the building at No. 276 Mountain Park Avenue.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There is a potential for $48.00 in revenue each year from the sale of parking permits to residents of this building.

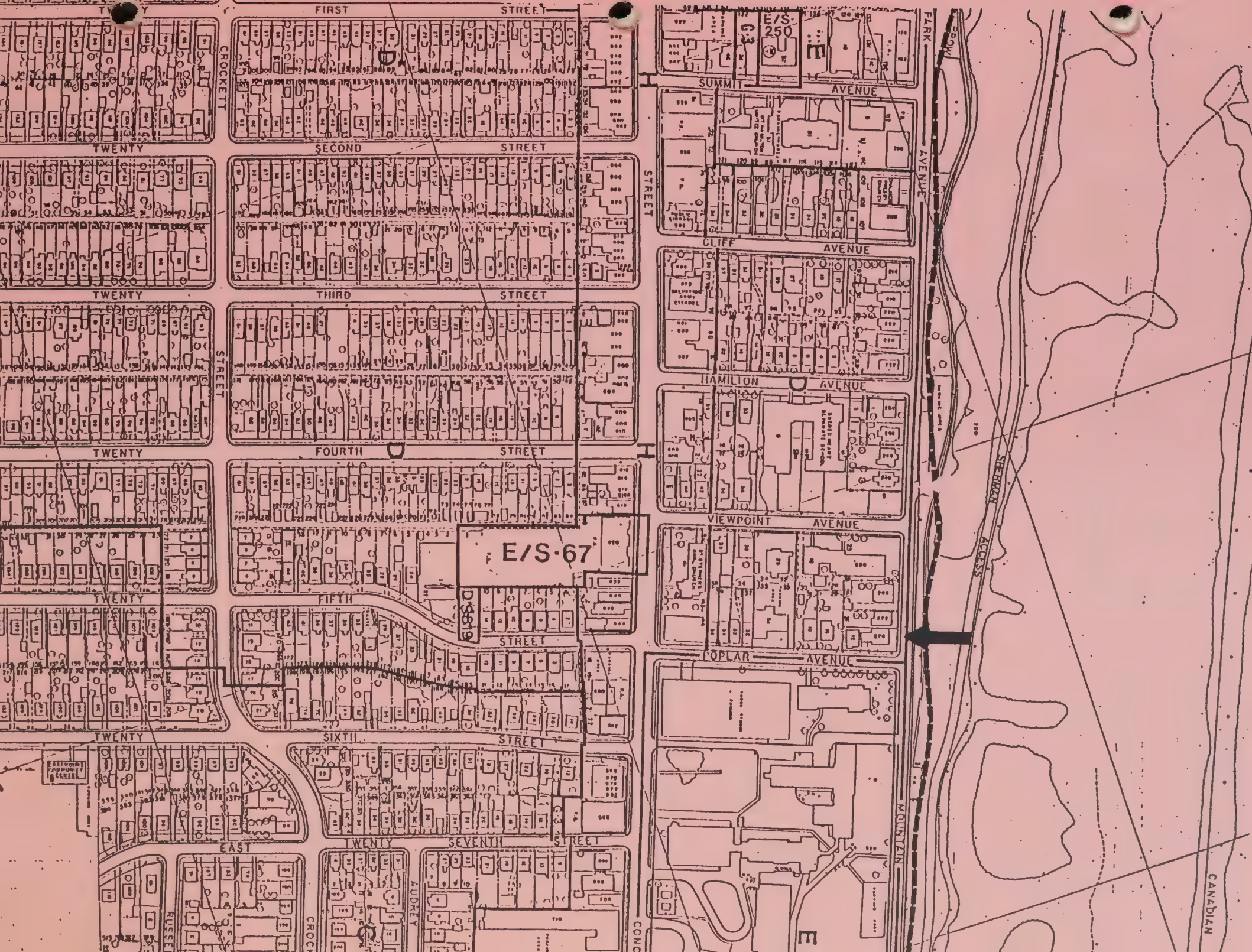
BACKGROUND:

The Traffic Department has received a request from Mr. David McDonald, 276 Mountain Park Avenue, that he be issued a time limit exemption permit which would allow him to park on Mountain Park which is presently signed with a one hour limit in this area.

An investigation has revealed that there are four dwelling units in this apartment building and that there are only two off-street parking spaces provided on the property. Past practice of the Committee has established a policy that generally, time limit exemption permits will be issued to residents of one, two or three family dwellings and to residents of apartment buildings only under exceptional circumstances. The land use on Mountain Park in this area consists generally of single family homes.

The Zoning By-law requires that a minimum of four off-street parking spaces be provided for a new development of this size in this area. Thus, there is a shortage of two off-street parking spaces in accordance with the current Zoning By-law requirements and it would be appropriate to issue two time limit exemption permits to residents of this building.

Records indicate that there has not been a great demand for time limit exemption permits to residents in this area. Therefore, the issuance of two permits to residents of this building should not create any parking difficulties for area residents.


FIRST STREET
SECOND STREET
THIRD STREET
FOURTH STREET
FIFTH STREET
SIXTH STREET
SEVENTH STREET
TWENTY
CROCKETT STREET
EAST
E/S-250
SUMMIT AVENUE
CLIFF AVENUE
HAMILTON AVENUE
VIEWPOINT AVENUE
POPLAR AVENUE
PARK AVENUE
SERRADA ACCESS
MOUNTAIN
CANADIAN
E/S-67
D
E

F(e)

CITY OF HAMILTON

NOV 08 199

- RECOMMENDATION -

DATE: 1991 October 23

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Truscan Realty Limited, 938 King Street West - Application for Boulevard Parking (TEC-253-91)

RECOMMENDATION:

That the application by Truscan Realty Limited to lease a portion of the boulevard of King Street West adjacent to 938 King Street West be approved provided that:

1) The applicant pays the $213.40 annual fee in accordance with the fee structure approved by City Council on 1986 March 25, in addition to the $10.00 encroachment insurance charge approved by City Council on 1984 February 14.

2) The owner pays a one time $25.00 registration fee as approved by City Council on 1986 January 14.

3) The owner pays a one time $25.00 registration fee to discharge the existing boulevard parking agreement.

4) The owner pays a one time $160.05 processing fee, as approved by City Council on 1990 March 27.

5) The owner complies with the requirements as set out in the policy approved by City Council on 1975 June 25, respecting using a portion of the road allowance for parking purposes.

6) The parking area be constructed and maintained at the owner's expense.

7) The owner executes an agreement satisfactory to the City Solicitor, to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Revenue from the leasing of this boulevard would be $213.40 per year.

BACKGROUND:

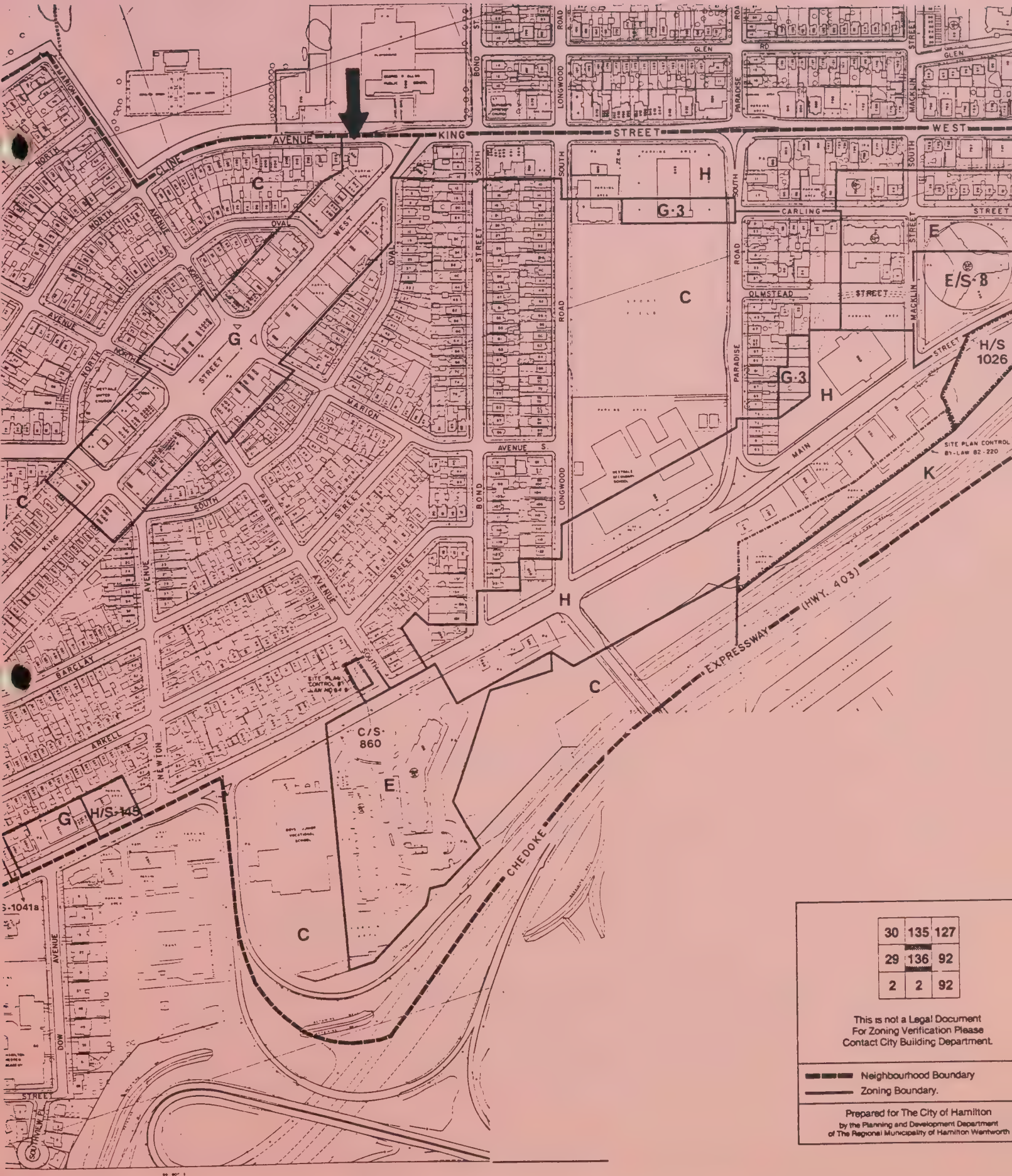
Truscan Realty Limited, 938 King Street West, has applied for permission to lease a portion of the road allowance of King Street West adjacent to this property for parking 6 vehicles.

The property in question currently has a commercial boulevard parking agreement registered on title as Inst. #143622C.D. This document was registered in October 1979 to allow the use of City boulevard for parking purposes.

In May of 1990, the Planning and Development Committee approved re-development of this property with several conditions. One of these conditions is the execution of a new boulevard parking agreement to take into account modification of the parking lot layout. This current recommendation is the result of the Planning and Development Committee condition.

The application has been reviewed by the Traffic Department, and it has been determined that boulevard parking in this area would be satisfactory, provided that certain conditions are met by the applicant and the required boulevard parked agreement is executed by the applicant and by the City.

The applicant has forwarded a completed agreement which is satisfactory to the Traffic Department, as well as a cheque in the amount of $433.45 which represents the first annual licencing fee ($320.10) and encroachment insurance ($10.00) as well as the one time registration fee ($25.00) a one time registration fee to discharge the existing boulevard agreement ($25.00) and one time processing fee ($160.05).


KING STREET WEST
AVENUE
CLINE
MARION
NORTH
OVAL
WEST
STREET
G
C
H
G-3
CARLING
E
E/S-8
OLMSTEAD
MACKLIN
PARADISE
ROAD
SOUTH
BOND
LONGWOOD
AVENUE S
H/S 1026
MAIN
SITE PLAN CONTROL BY-LAW 82-220
K
PAISLEY
BARCLAY
KING
ARKELL
NEWTON
DOW
SOUTHVIEW PL
C/S-860
H/S-145
EXPRESSWAY (HWY. 403)
CHEDOKE
30 135 127
29 136 92
2 2 92
This is not a Legal Document
For Zoning Verification Please
Contact City Building Department.
Neighbourhood Boundary
Zoning Boundary.
Prepared for The City of Hamilton
by the Planning and Development Department
of The Regional Municipality of Hamilton Wentworth

F(f)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 December 19

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Bayfront/Nash Route - New Bus Stops and Bus Stop Relocation. **(TEC-301-91)**

RECOMMENDATION:

a) That in accordance with the request by the Hamilton Street Railway Company:

i) the following new bus stops be approved:

Route 4 Bayfront/Nash

Inbound - Greenhill Avenue, north side, 377 feet east of the east curb line of Mount Albion Road (MB),

Outbound - Greenhill Avenue, south side, 194 feet east of the east curb line of Mount Albion Road (MB),

ii) the following bus stop relocation be approved:

Route 4 Bayfront/Nash

Inbound - Greenhill Avenue, south side, from 24 feet west of the west curb line of Quigley Road (N/S) to Quigley Road, 233 feet north of the north curb line of Greenhill Avenue (F/S); and

b) That the City Traffic By-law 89-72 be amended accordingly.

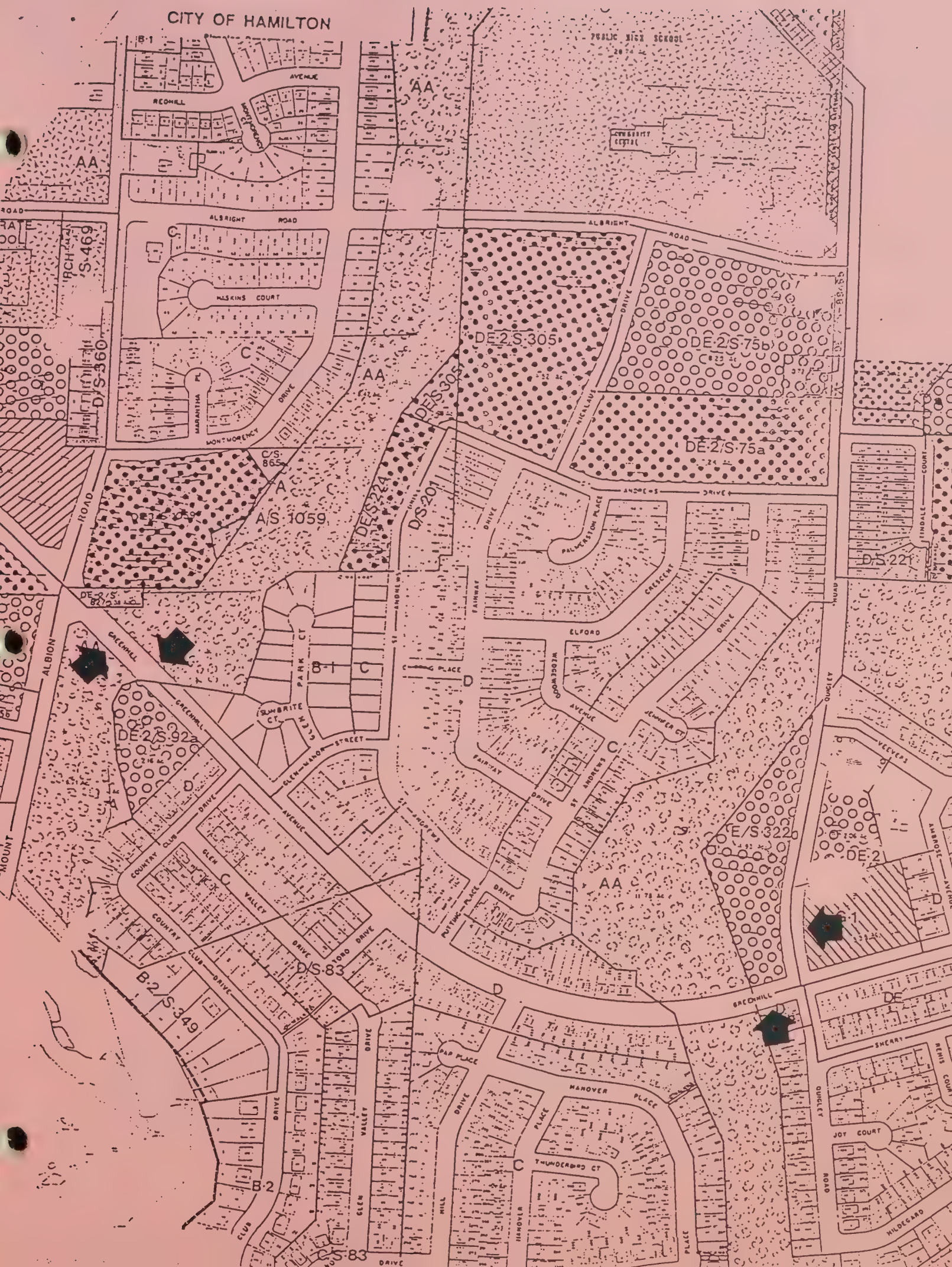
Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The Traffic Department has received a request from the Hamilton Street Railway Company for permission to establish two new bus stops and to relocate one bus stop. The proposed bus stop locations are satisfactory from a traffic point of view. There would be no loss of on-street parking since all the proposed bus stops would be located in areas presently signed "No Parking". Therefore, the Traffic Department concurs with these requests.


CITY OF HAMILTON
PUBLIC HIGH SCHOOL
ALBRIGHT ROAD
ALBRIGHT ROAD
HASKINS COURT
MARANTHA PL
MONTMORENCY DRIVE
ANDREWS DRIVE
ANDREWS DRIVE
ELFORD CRESCENT
PALMERSTON PLACE
FAIRWAY DRIVE
FAIRWAY DRIVE
GREENHILL AVENUE
GREENHILL AVENUE
GLENMANOR STREET
SUNBRITE CT.
PARK CT.
GOODERIDGE AVENUE
SUTTON PLACE
SUTTON PLACE
COUNTRY CLUB DRIVE
GLEN VALLEY DRIVE
COUNTRY CLUB DRIVE
TORO DRIVE
TORO DRIVE
GLEN VALLEY DRIVE
CLUB DRIVE
BACONHILL AVENUE
BACONHILL AVENUE
SHERRY DRIVE
HANOVER PLACE
HANOVER PLACE
THUNDERBIRD CT.
JOY COURT
HILDEGARD ROAD
DUNDAS ROAD
DUNDAS ROAD
ALBION ROAD
ALBION ROAD
MOUNT
AA
A
B-1
B-2
C
D
DE-2/S-305
DE-2/S-75b
DE-2/S-75a
DE-2/S-92a
DE-2
E/S-322
A/S-1059
C/S-865
D/S-469
D/S-360
D/S-224
D/S-201
D/S-221
D/S-83
B-2/S-349
C/S-83

F(g)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 December 19

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Neighbourhood Watch Program for the Glenview East Neighbourhood **(TEC-304-91)**

RECOMMENDATION:

a) That the Glenview East Neighbourhood be designated as a Neighbourhood Watch Area; and

b) That Neighbourhood Watch signs for the Glenview East Neighbourhood be erected and maintained by the City Traffic Department, as long as this neighbourhood maintains an active Neighbourhood Watch Program as determined by the Regional Police Department; and

c) That the necessary funds be charged to account No. 55301-75030 (Neighbourhood Watch Program).

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The estimated cost for the signs is $460.00 and sufficient funds have been provided in the 1992 Neighbourhood Watch Program budget estimates. The balance remaining in this account would be approximately $7,540.00.

BACKGROUND:

The Regional Police Department has confirmed that the Glenview East Neighbourhood has an active Neighbourhood Watch Program, and has requested that the neighbourhood be signed accordingly. Sufficient funds have been provided in the 1992 Neighbourhood Watch Program budget estimates for the erection of Neighbourhood Watch signs in this neighbourhood. Therefore, the Traffic Department concurs with this request.


NORMANHURST
McQUESTON WEST
McQUESTON EAST
GLENVIEW WEST
GLENVIEW EAST
RED HILL
CORMAN
T.H.&B.R.
T.N.P.L.
MELVIA AVE.
GLENGROVE AVE.
QUEENSTON
CHERRY RD.
HEATHER RD.
WOODMAN DR.
SECOND DR.
CARENE AVE.
ROBERT AVE.
ORKNEY DR.
NEWARK AVE.
ORPHIR RD.
GLENDALE SECONDARY SCHOOL
GLEN ECHO SCHOOL
RAINBOW DR.
LAWRENCE AVE.
HIRON
DUNDONALD AV.
CONGRESS CRES.
MONTMORENCY DRIVE
CHERRY HILL AVE.
LANSCOT PL.
BIRKDALE PL.
RED HILL AVE.
RED HILL SCHOOL ROAD
ALBRIGHT ROAD
THACK ROAD
PINARD ST.
ANGUS RD.
E. BAGSHAW SCH.
SIR WILFRED LAURIER SECONDARY SCHOOL
ALBRIGHT RD.
ANDREWS DR.
QUIGLEY
TINDALE CT
BROOKSTREAM CT.
CRESCENT DR.
KINGSWOOD DR.
GLEN ARNS PLACE
HAMPSTEAD
FAIRRIDGE RD.
PARKLANDS
CONNOR CT.
ERIN
CHARLOTTE
ROSSELLI
SYLVIA CRES.
SINCLAIR CT.
CORONATION AVE.
GLENCREST CT.
GLENCREE RD.
KING ST.
MAPLE
YORK
MEADOWVALE

FCL)

REGION OF HAMILTON-WENTWORTH

- RECOMMENDATION -

DATE: 1991 December 11

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Mr. M. F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Erection of Special Street Name Signs in the Westdale Business Improvement Area (TEC-283-91)

RECOMMENDATION:

a) That the style of special street name sign submitted by the Westdale B.I.A. as illustrated in the drawing appended hereto be approved and,

b) That the City of Hamilton Traffic Department be authorized to install and maintain the special street name signs as provided by the B.I.A. on King Street West from Sterling Street to Cline Avenue North, inclusive.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: (IF NONE, STATE N/A)

The cost of manufacture and initial installation of the special signs (including extra signs for future maintenance) is to be funded from the Commercial Improvement Program, by the City of Hamilton Public Works Department, Parks Division, Community Development Section. The labour and material costs associated with future maintenance will be funded from the regular regional street name sign accounts, for which sufficient funds have been allocated in the current budget.

BACKGROUND:

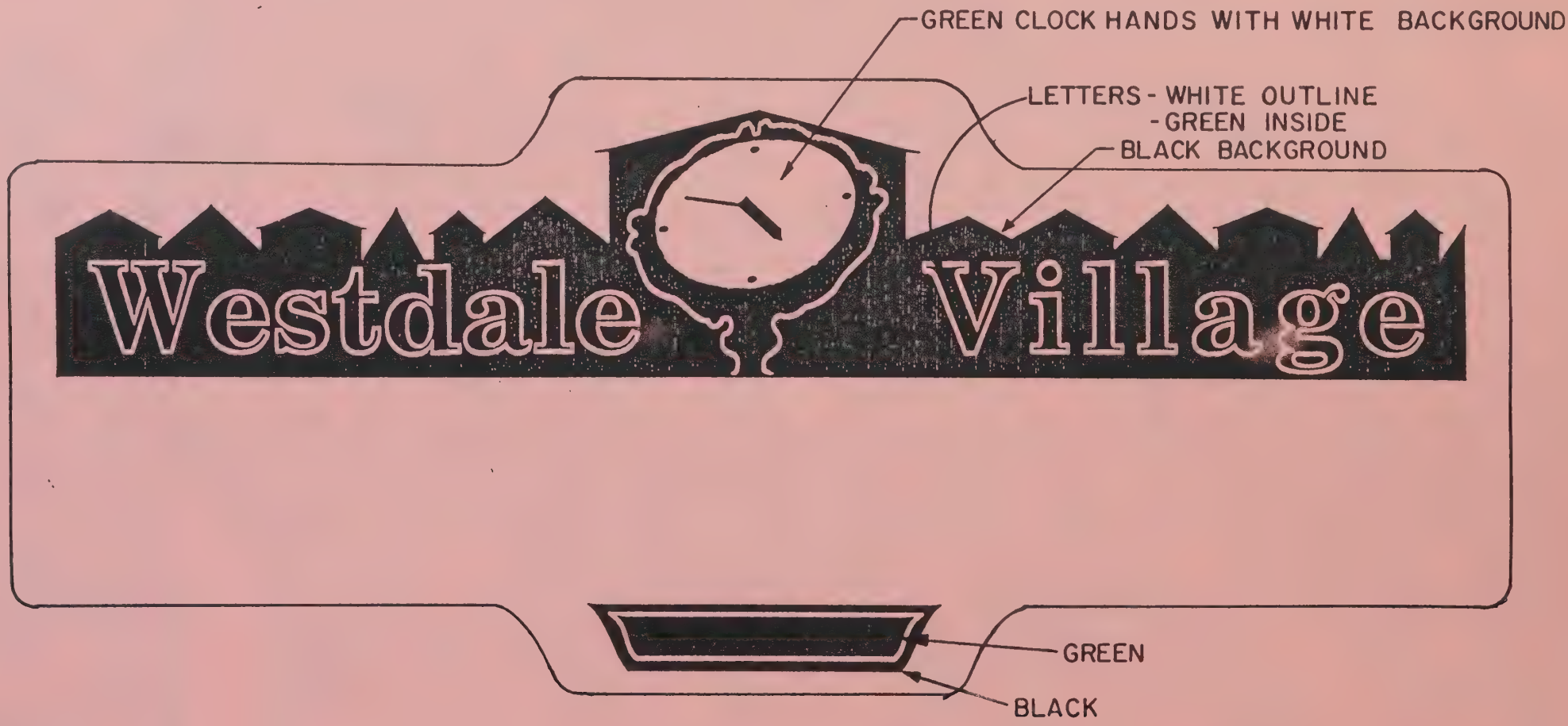
In November 1990 the Transport and Environment Committee approved special street name signs on Mary, Catharine and Hughson Streets in the Hamilton-Downtown Business Improvement Area. This approval was based on a decision made in April 1989 by the Engineering Services Committee to approve the concept of using special street name signs in Business Improvement Areas.

Regional Council subsequently approved several recommendations dealing with the installation of special street name signs. One of the conditions was that special street name signs be subject to approval by the Commissioner of Engineering and the Director of Traffic Services. The approval was to consider colour, style of art work and legibility with the understanding that special street name signs are to carry no commercial or advertising message.

Following staff approval, special street name signs are to be submitted to the Engineering Services Committee and the Regional Council for approval of the design.

The Westdale B.I.A. has submitted a sample of artwork to be used on special street name signs to be installed at intersections on King Street West between Sterling Street and Cline Avenue. The sample is shown on the attached drawing. The Commissioner of Engineering and the Director of Traffic Services find the sample submitted satisfactory with respect to the aspects of colour, style of artwork, legibility and message.

Attach.


GREEN CLOCK HANDS WITH WHITE BACKGROUND
LETTERS - WHITE OUTLINE
- GREEN INSIDE
BLACK BACKGROUND
Westdale Village
GREEN
BLACK


FORSYTH
MAIN
STREET
KING
STERLING
WHITTON
OAKWOOD
ROAD
DALEWOOD
AVENUE
DROMORE
HADDON
CLINE
NEWTON
BOND
CHEDOKEE
AVENUE NORTH
MAYFAIR
CRES
CRESCENT
WEST
SOUTH
NORTH
DOW
PAUL
JORDAN
ARNOLD
FAIRLAWN
RAYMORE
G/S 164
S-1041
H/S 149
T/S 860

G

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 November 18

REPORT TO: Transport and Environment Committee

FROM: Tina Agnello, Secretary
Transport and Environment Committee

SUBJECT:

1992 Annual Conference - Ontario Good Roads Association
Royal York Hotel, February 23 - 26, 1991

RECOMMENDATION:

(a) That the Chairman or his designate be authorized to attend the 1992 Annual Conference of the Ontario Good Roads Association to take place on February 23 to 26, 1991 at the Royal York Hotel.

(b) That costs for attendance be allocated to Alderman Travel Account No CH55201-10010 from the 1991 Operating Budget.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Costs to be charged to Alderman Travel Account No. CH55201-10010 from the 1991 Operating Budget.

BACKGROUND:

Conference outline as attached.

ONTARIO GOOD ROADS ASSOCIATION

1992 ANNUAL CONFERENCE

Royal York Hotel, Toronto

Preliminary Program

Theme: ***The Challenge of Change***

February 23-26, 1992

SUNDAY, FEBRUARY 23, 1992

2:00 - 8:00 p.m.	**Registration**
6:00 - 8:00 p.m.	**Opening Reception**

MONDAY, FEBRUARY 24, 1992

9:00 a.m.	**Opening Ceremony**
	President's Remarks: Dan Zakula
9:30 a.m.	**Keynote Speakers**
	Minister of Transportation
10:00 a.m.	To be Announced
1:30 p.m.	**The Fair Tax Commission** - Panel Discussion
3:00 p.m.	**Resolutions Debate**
6:00 - 7:30 p.m.	**President's Reception for Wardens, Regional and District Chairmen, and Northern Mayors and Reeves** (by invitation)

...../over

TUESDAY, FEBRUARY 25, 1992

9:00 - 12:00 noon **REFRESHER SEMINAR FOR COUNCILLORS**

Bill 208 and the Legal Responsibilities of Employers (including councillors) toward Employer Safety

New Conflict of Interest Legislation

Public Tender System

The Politics of Management and the Management of Politics

12:30 p.m. - **Awards Luncheon**

CONCURRENT SEMINARS

2:30 - 4:30 p.m. **Seminar Hosted by the Association of Ontario Road Superintendents**

2:30 - 4:30 p.m. **Seminar Hosted by the Municipal Engineers Association**

7:00 p.m. **Annual Banquet**

WEDNESDAY, FEBRUARY 26, 1992

9:00 - 10:15 a.m. **Annual General Meeting**

Installation of 1992-93 President

President Elect's Remarks

10:15 a.m. **Deputy Minister's Address**

11:00 a.m. **Speaker:** Earl Orser, Chairman of the Board, London Life Insurance Company (invited)

12:00 noon **Closing Luncheon**

Speaker: Alan Eagleson (invited)

Adjournment of the 1992 OGRA Annual Conference.

2.1

CITY OF HAMILTON

- RECOMMENDATION -

DEC 24 1991

DATE: 1991 December 23

REPORT TO: Ms. T. Agnello, Secretary
Transport and Environment Committee

FROM: Mr. J. G. Pavelka, P.Eng.
Director of Public Works

SUBJECT: Construction of an Independent Concrete Sidewalk on the East Side of Upper Paradise Adjacent to St. Thomas More School, 1045 Upper Paradise Road

RECOMMENDATION:

a) That the construction of an independent concrete sidewalk on the east side of Upper Paradise Road adjacent to St. Thomas More School, 1045 Upper Paradise Road proceed as a local improvement pursuant to Section 11 of the Local Improvement Act at an estimated gross cost of ten thousand, seven hundred and eighteen dollars and nineteen cents ($10,718.19) as provided in the 1991 portion of the 1991 to 1995 Capital Budget with a City's share of 0 dollars; and,

b) That once the Hamilton-Wentworth Roman Catholic Separate School Board commutes the owner's share which is ten thousand, seven hundred and eighteen dollars and nineteen cents ($10,718.19), that the City Treasurer be authorized and directed to pay Invoice Number 19950 from Standard Paving Company for ten thousand, seven hundred and eighteen dollars and nineteen cents ($10,718.19).

J. G. Pavelka, P.Eng.
Director of Public Works

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

...../2

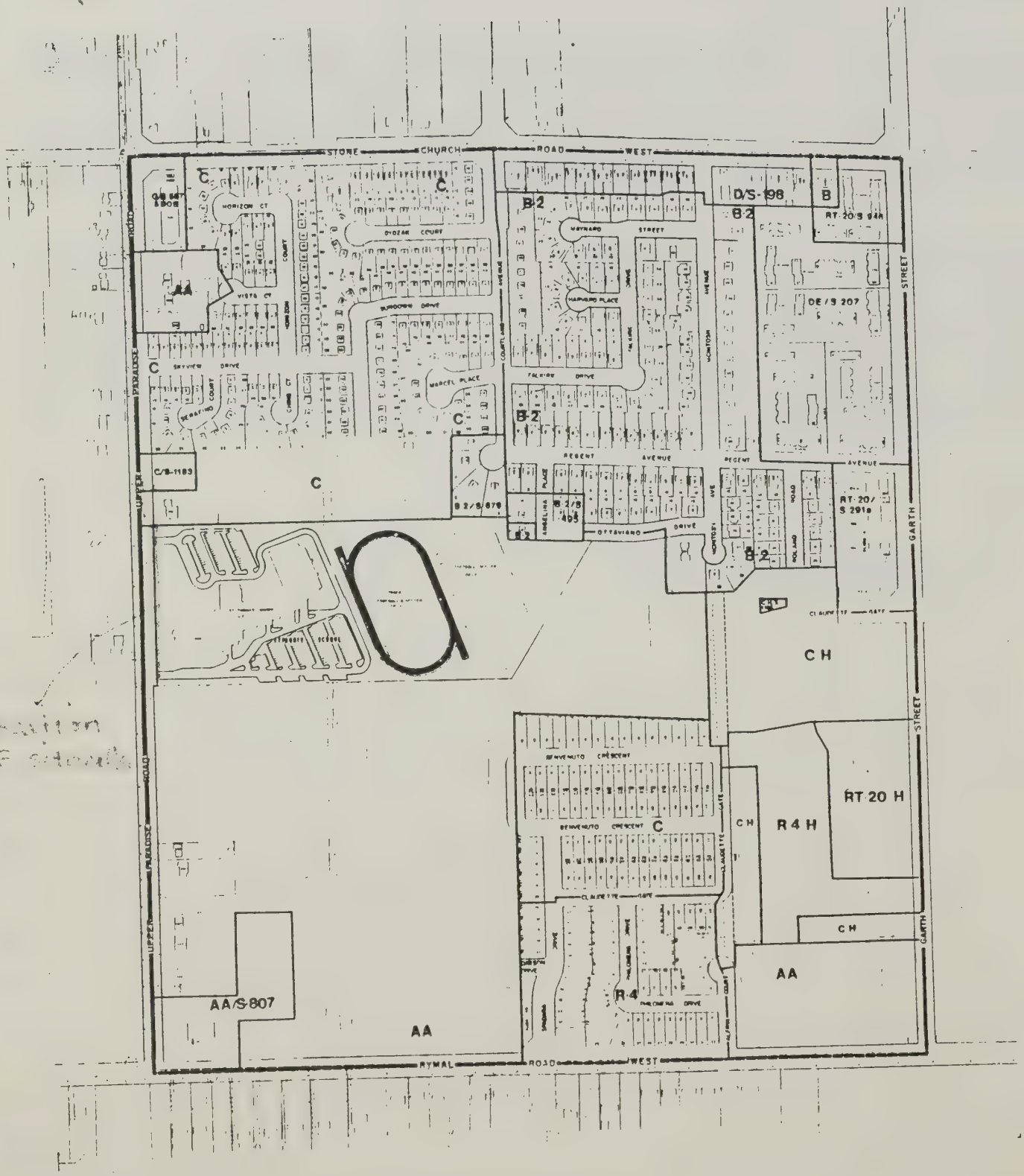
BACKGROUND:

During October, 1991 we received a request from the Hamilton-Wentworth Roman Catholic Separate School Board to construct an independent concrete sidewalk as a local improvement on the east side of Upper Paradise along the frontage of the new St. Thomas More High School. Since there was insufficient time to prepare estimates, receive Council approval and arrange for the tendering of the work prior to the onset of cold weather, it was agreed that the Hamilton-Wentworth Roman Catholic Separate School Board would have their contractor on site build the sidewalk.

The Hamilton-Wentworth Roman Catholic Separate School Board would commute the local improvement charges or the actual cost which ever was less. In this case the actual cost ($10,718.19) was less than the current local improvement rate for the frontage. Once the Treasury Department receives payment from the Hamilton-Wentworth Roman Catholic Separate School Board, payment will be made to the contractor. In this manner, the Hamilton-Wentworth Roman Catholic Separate School Board will be eligible for a subsidy from the Province if it is processed as a local improvement. The location of the work is shown on the attached plan.

RPM:bk

cc: Mr. N. Adhya, Manager of Budgets
Treasury Department


STONE CHURCH ROAD WEST
UPPER PARADISE ROAD
GARTH STREET
RYMAL ROAD WEST
C
B-2
D/S-198
B
RT-20/S 94R
DE/S 207
C/S-1183
B-2/S 879
B-2/S 495
RT-20/S 291B
CH
R4 H
RT 20 H
AA
AA/S-807
R-4

2.2

CITY OF HAMILTON

- RECOMMENDATION -

DEC 24 1991

DATE: 1991 December 20

REPORT TO: Ms. T. Agnello, Secretary
Transport and Environment Committee

FROM: Mr. J. G. Pavelka, P.Eng.
Director of Public Works

SUBJECT: 1992 Capital Budget
Hamilton Hydro Streetlight Construction Programme

RECOMMENDATION:

a) That Hamilton Hydro-Electric System's proposed 1992 Streetlight Construction Programme (attached as Schedule 'A') be received.

b) That the Committee request the approval of the Finance and Administration Committee to spend up to two hundred and three thousand dollars ($203,000.) of the proposed three hundred and sixty-one thousand, five hundred dollars ($361,500.), 1992 Streetlight Construction Programme to allow for Hamilton Hydro-Electric System's preparation and construction to commence prior to final budget approval.

J. G. Pavelka, P.Eng.
Director of Public Works

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The financing for Hamilton Hydro-Electric System's construction works has been included in the past in the streetlight portion of the City of Hamilton Current Budget. Since the majority of this work involves work in conjunction with roadway reconstruction projects, it is recommended that it be included in the Capital Budget this year. It is proposed to include this work as an item in the 1992 City of Hamilton Reconstruction Programme.

...../2

BACKGROUND:

Hamilton Hydro-Electric System has submitted a proposed 1992 Construction Programme in the amount of three hundred and sixty-one thousand, five hundred dollars ($361,500.). The majority of this Programme involves work in conjunction with roadway reconstruction projects, however, funds are also provided for miscellaneous upgrades and spot improvements.

Hamilton Hydro-Electric System has requested that two hundred and three thousand dollars ($203,000.) of the proposed three hundred and sixty-one thousand, five hundred dollars ($361,500.) be approved for expenditure prior to final budget approval. With these funds, Hamilton Hydro-Electric System may prepare contracts and undertake pole relocation prior to commencement of road reconstruction.

RPM:bk

cc: E. C. Matthews, City Treasurer
Treasury Department
ATTN: N. Adhya, Manager of Budgets

J. D. Thompson, Secretary
Finance and Administration Committee

E. M. Gill, Senior Director
Roads Department

SCHEDULE 'A'

November 19, 1991

HAMILTON HYDRO

PROPOSED 1992 STREETLIGHTING CAPITAL CONSTRUCTION PROGRAM

PREAPPROVED PROJECT HIGHLIGHTED *

I	ROADWAY PROJECTS	
	A) Main St. W. - Haddon to Longwood	$60,000.00 *
	B) Main and Kenilworth Intersection - completion of project started 1991	$10,000.00 *
	C) Upper Ottawa and Mohawk Intersection	$30,000.00 *
	D) Stonechurch, Upper Gage to Upper Wentworth	$15,000.00
	E) James Mountain Road	$36,000.00
II	Q.E.W. WIDENING	
	A) South Service Road - Centennial to Burford - new lighting on H.H.E.S. wood poles	$13,000.00 *
III	MOUNTAIN EXPRESSWAY (City's Share of Relocation Cost)	
	A) Upper Ottawa	$ 5,000.00 *
	B) Upper Sherman	$ 6,000.00
	C) Upper Paradise	$ 5,000.00
IV	ALLOWANCE FOR SPOT IMPROVEMENTS	
	Per request from Regional Engineering	$20,000.00 (+10 000) *
V	ALLOWANCE FOR MISCELLANEOUS PROJECTS	
	Projects done conveniently at time of other Hydro work. eg. Conversion to underground, pole line rebuild	$30,000.00 (+15 000) *

cont'd...

VI	RYMAL ROAD	
	Miles Road to Upper Wentworth	$12,000.00
VII	Replacement of Downtown Streetlight Primary Cable	$60,000.00 *
VIII	REPLACEMENT OF DEFECTIVE POLES	
	Various Downtown Locations	$30,000.00
IX	MISCELLANEOUS UPGRADES	
	- Upper Ottawa and Rymal	$ 500.00
	- Limeridge, Upper Wentworth & Kingfisher	$ 1,000.00
	- Guise St., Ferguson to Catharine	$ 3,000.00
	- King St. E., S.S. Greenhill to Centennial Pkwy.	$ 9,000.00
	- Stonechurch, Upper Wellington to Upper Wentworth (fill in)	$ 5,000.00
	- Stonechurch, Upper James to Garth (fill in)	$10,000.00
	TOTAL	$361,500.00

TOTAL PRE APPROVAL $ 203000 *

DRM/nc

2.3

CITY OF HAMILTON

- RECOMMENDATION -

DEC 24 1991

DATE: 1991 December 23

REPORT TO: Ms. T. Agnello, Secretary
Transport and Environment Committee

FROM: Mr. J. G. Pavelka, P.Eng.
Director of Public Works

SUBJECT: 1992 Proposed Road and Sidewalk
Capital Improvement Programme

RECOMMENDATION:

a) That the proposed 1992 Road and Sidewalk Capital Improvement Programme in the amount of eight million, one hundred and twenty thousand dollars ($8,120,000.) be received; and,

b) That the Committee request the approval of the Finance and Administration Committee to spend up to two million, seven hundred and sixty-one thousand dollars ($2,761,000.) of the proposed eight million, one hundred and twenty thousand dollars ($8,120,000.), 1992 Road and Sidewalk Capital Improvement Programme to allow for tendering and construction to occur prior to the final budget approval; and,

c) That the Commissioner of Transportation/Environmental Services be authorized to undertake the works on behalf of the City of Hamilton once all necessary approvals have been received.

J. G. Pavelka, P.Eng.
Director of Public Works

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above "Recommendations".

...../2

BACKGROUND:

The Draft 1992 to 1996 Capital Budget makes a provision in the amount of eight million, one hundred and twenty thousand dollars ($8,120,000.) for the reconstruction of roads and sidewalks in the City of Hamilton in 1992. The estimated subsidy from the Ministry of Transportation is two million, five hundred and ninety-eight thousand dollars ($2,598,000.) and the net cost for the City is estimated at five million five hundred and twenty-two thousand dollars ($5,522,000.). The proposed programme for 1992 is divided into the following sections:

a) Roads and Abutting Sidewalks
b) Sidewalks on Regional Roads
c) Sidewalk (Reconstruction and Repair) with Road Resurfacing
d) Sidewalks Only
e) Miscellaneous Projects
f) Supplementary List

The Projects in the Programme are reviewed by the Public Works, Roads, Traffic, Planning, Transportation Departments and the Utility Companies. All of the necessary work on the underground and overhead services will be undertaken prior to or at the time of the road reconstruction. In this regard, under the section of Miscellaneous Projects, we have included Hamilton Hydro-Electric System's proposed Streetlighting Programme, the bulk of which is to be done in conjunction with this Programme.

All streets requiring reconstruction in the Programme have been identified in the latest Road Needs Study as "now deficient" or requiring construction in the next one to five years as per the criteria established by the Ministry of Transportation of Ontario. Those roads requiring construction in the one to five year range will be undertaken in conjunction with sewer/ watermain work as higher priority within the Programme is assigned to streets where storm, sewer and/or watermain construction is proposed by the Region. Through this co-ordination of various construction activities in addition to cost-savings significantly less disruption to the area residents and the travelling public will be achieved.

Based on the above considerations the proposed 1992 Capital Improvement Programme is as shown on attached Schedule 'A'.

RPM:bk
Attch.
cc: E. C. Matthews, City Treasurer
Treasury Department

J. D. Thompson, Secretary
Finance and Administration Committee

E. M. Gill, Senior Director
Roads Department

SCHEDULE 'A'

CITY OF HAMILTON
1992 ROAD AND SIDEWALK IMPROVEMENT PROGRAMME

A. Roads and Abutting Sidewalks

STREET	FROM	TO	COMMENTS
Beaucourt Road	West End	Lower Horning	In conjunction with sewer work
Centennial Parkway	Vicinity of Arrowsmith Road		Road Widening
Cline Avenue	Paul	South End	In conjunction with sewer work
Clinton Street	Lottridge	Sherman	In conjunction with sewer work
Crestwood Drive	David	David	In conjunction with watermain work
Dalewood Avenue	Westwood	Haddon	In conjunction with sewer work
David Avenue	Fennell	South Bend	In conjunction with watermain work
Gary Avenue	Dalewood	Westwood	In conjunction with sewer work
Inchbury Street	York	Florence	In conjunction with sewer work
Lower Horning	Harold	Purvis	In conjunction with sewer work
MacNab Street	Mulberry	Stuart	In conjunction with sewer and watermain work
Mericourt Road	Lower Horning	Purvis	In conjunction with sewer and watermain work
Rebecca Street	John	Wellington	In conjunction with sewer and watermain work
Whitney Avenue	Hydro Row	Main	In conjunction with sewer work
Windermere Road	Parkdale	Easterly	asphalt overlay and drainage works
Wood Street	James	Bay	In conjunction with sewer work

...../2

B. Sidewalks on Regional Roads

STREET	FROM	TO	COMMENTS
Kenilworth Avenue	Barton	King	both sides
King Street	Main	Cochrane	both sides
Main Street	Gary	Hwy 403 bridge (east of Paradise)	both sides
Wilson Street	Cathcart	Sanford	both sides

C. Sidewalks (Reconstruction and Repair) with Road Resurfacing

STREET	FROM	TO	COMMENTS
Beach Road	Ottawa	Kenilworth	road resurface, curb and joint repairs (Dofasco cost-sharing)
Bond Street	King	Main	road overlay Independent curbs
Charlotte Street	Montrose	North End	road resurface
Dofasco Road	Beach	Kenilworth	road and curb repairs (Dofasco cost-sharing)
Fieldway Drive	Cardinal	East End	road resurface
Julian Avenue	Britannia	Roxborough	road resurface

D. Sidewalks Only

STREET	FROM	TO	COMMENTS
Park Row	King	Main	
Pearl Street	Bold	C.P. Line	surface treated road

E. Miscellaneous Projects

STREET	LOCATION	COMMENTS
Limeridge Road	Easterly Entrance to Limeridge Mall	Construct Traffic Island
Mount Albion Road	East Side Vicinity of Golf Course	Slope Stabilization
Sanatorium Road	North of Scenic Drive, West Side	Slope Stabilization
Streetlighting	Various Locations	Upgrades In Conjunction with Roadworks

F. Supplementary List (Projects to be done if residual funds are available)

a) Roads and Abutting Sidewalks

STREET	FROM	TO	COMMENTS
Beaucourt Place	Lower Horning	East End	
Cottrill Street	Main	Sanders	
Duncombe Avenue	East 16th	Holt	
East 14th	Inverness	North End	
East 16th	Fennell	Howe	
Macauley Street	John	Wellington	
MacNab Street	Bold	Hurst	
Malta Drive	Montrose	Dunkirk	
Maple Avenue	King	Ottawa	
Montrose Avenue	Kimberly	Rosedale	
Nottingham Avenue	Tenth	Winchester	
Rennie Street	Parkdale	Waterloo	
Sanders Boulevard	West Park	Norfolk	narrow to 9.0 m
Warren Avenue	South Bend	Fennell	

b) Sidewalks (Reconstruction and Repair) with Road Resurfacing

Adair Avenue	Central	Lucerne	road resurface

c) Sidewalks Only

Emerson Avenue	Ainslie	South End	surface treated road
Jones Street	Dundurn	West End	surface treated road

2.4

CITY OF HAMILTON

- RECOMMENDATION -

DEC 23 1991

DATE: 1991 December 20

REPORT TO: Ms. T. Agnello
Secretary, Transport and Environment Committee

FROM: Mr. J. G. Pavelka, P.Eng.
Director of Public Works

SUBJECT: Public Works Department
Streets & Sanitation Division
1992 - 1996 (91.0302)

RECOMMENDATION:

That the Transport and Environment Committee submit the attached Capital Projects from the Public Works Department - Streets Division - to the Finance and Administration Committee for consideration in the five (5) year Provisional Capital Budget (1992 - 1996).

J. G. PAVELKA, P.ENG.
DIRECTOR OF PUBLIC WORKS

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See Attached Table.

BACKGROUND:

The attached table outlines the proposed capital budget for the Streets and Sanitation Division for the next five years.

The attached submission forms have been sent to the Finance and Administration Committee for their information.

DL/jdh

c.c. Mr. N. Adhya, Treasury Department
Mr. Thompson, Secretary, Finance & Administration Committee

PUBLIC WORKS DEPARTMENT – STREETS AND SANITATION

CAPITAL BUDGET 1992 – 1996

($1,000'S)

Print Date & Time
30-Dec-91 01:50 PM

	1992	1993	1994	1995	1996	TOTAL
61 – EQUIPMT: 3/4 TON TRUCK FOR SUBD. EXP.	45	0	0	0	0	45
64 – CONSTRUCTION: UPGRADE MTCE DEPOTS	50	50	50	50	50	250
65 – FERGUSON YARD ADDITION TO GARAGE	0	150	170	0	0	320
66 – SUBDIVISION SNOW BLOWERS MOUNTED	0	125	135	140	145	545
67 – SANDER WING PLOW UNIT	0	0	120	0	0	120
70 – SANITATION REFUSE PACKER 25 YARD	0	0	0	140	0	140
71 – SUBDIVISION STREET SWEEPER	0	0	0	170	0	170
TOTALS	95	325	475	500	195	1590

PROJECT NUMBER 61.0

1992-1996 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works Streets
2. PROJECT NAME: Equipment - New Subdivision Expansion
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   To provide one 3/4 ton vehicle for supervision of the Crack Sealing Crew using a lead hand in the expanded program in new subdivisions as well as roads rated now deficient but still have good road structure and can be saved for another five years. Crack Sealing has been placed high on the priority by the Ministry of Transport Ontario for the nineties.
4. (a) PROJECT STARTING (Year of O.M.B. approval) DATE (MONTH-YEAR): 1992
   (b) PROJECT FINISHING DATE (MONTH-YEAR): 1992
5. (a) GROSS COST OF PROJECT IN YEAR-OF-START DOLLARS: $45,000.00
   (b) LESS SUBSIDIES AND OTHER RECEIPTS: $
   (c) NET CITY'S COST: $45,000.00
   (d) ANNUAL CAPITAL FINANCING COST: $ 7,000
   (e) TOTAL CARRYING COST OF RETIRING DEBT: $ 70,000
   (f) NATURE OF FINANCING:
6. (a) YEAR OF EXPENDITURE
   - 1992 $45,000.00
   - 1993 $
   - 1994 $
   - 1995 $
   - 1996 $
   - 1997 & after $

   Rental for 1992 - $10,000.00
   1993 - $10,500.00
7. ADDITIONAL JOBS TO BE CREATED BY THE PROJECT: N/A
8. ADDITIONAL ANNUAL OPERATING COST: $ 10,000.00
9. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
   If preventative maintenance is not carried out, the cost of reconstruction for roads would increase before the pavement life.
10. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

    No [✓] Yes [ ] - AT CITY'S COST OF $_____
    - SCHEDULED TO START IN THE YEAR _____

J. S. Pavelka

Signature of Department Head/Local Board Manager (for Standing Committee)

NOV. 14/91
Date

Signature of C.A.O. (for Finance & Administration Committee)

Date

Rev. 91/09/10

PROJECT NUMBER 64.0

1992-1996 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works - Streets Division
2. PROJECT NAME: Construction - Upgrading Maintenance Depots
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   Upgrading of Maintenance Depots - See Attachment "A"

4. (a) PROJECT STARTING (Year of O.M.B. approval) DATE (MONTH-YEAR): 1992
   (b) PROJECT FINISHING DATE (MONTH-YEAR): 1992

5. (a) GROSS COST OF PROJECT IN YEAR-OF-START DOLLARS: $250,000
   (b) LESS SUBSIDIES AND OTHER RECEIPTS: $
   (c) NET CITY'S COST: $250,000
   (d) ANNUAL CAPITAL FINANCING COST: $ 41,000
   (e) TOTAL CARRYING COST OF RETIRING DEBT: $ 410,000
   (f) NATURE OF FINANCING:

6. (a) YEAR OF EXPENDITURE
   - 1992 $ 50,000
   - 1993 $ 50,000
   - 1994 $ 50,000
   - 1995 $ 50,000
   - 1996 $ 50,000
   - 1997 & after $

7. ADDITIONAL JOBS TO BE CREATED BY THE PROJECT: N/A
8. ADDITIONAL ANNUAL OPERATING COST: $ N/A
9. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
   Preventative Maintenance will not be carried out resulting in vandalism and liability claims to the Corporation.

10. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
    No [ ] Yes [X]
    - AT CITY'S COST OF $100,000
    - SCHEDULED TO START IN THE YEAR 1993/94

J. G. Pavelka

Signature of Department Head/Local Board Manager (for Standing Committee)

NOV. 14/91
Date

Signature of C.A.O. (for Finance & Administration Committee)

Date

Rev. 91/09/10

DEPARTMENT OF PUBLIC WORKS

STREETS DIVISION

1992 - 1996 UPGRADING MAINTENANCE DEPOTS

Appropriated 1992 Funding	$50,000
Woodland Cemetery 2" oil chip penetration 1,500 sq. metres X $3.00/sq. metre =	$ 4,500
Hamilton Cemetery 2" oil chip penetration 400 sq. metres X $3.00/sq. metre =	$ 1,200
Eastlawn Cemetery 2" oil chip penetration 4,000 sq. metres X $3.00/sq. metre =	$12,000
Mountain Cemetery 2" oil chip penetration 600 sq. metres X $3.00/sq. metre =	$ 1,800
TOTAL	$19,500

Culture and Recreation

Huntington Park 1½" asphalt overlay on grounds 500 sq. metres X $8.00/sq. metre =	$ 4,000
Lawfield Arena - adjustment of catchbasin frames - 4 frames @ $500 each =	$ 2,500
Benito Recreation Centre - construction of concrete walk ramp =	$ 300
Hester Street Arena - 1½" asphalt overlay 850 sq.metres X $8.00/sq. metre =	$ 6,800
Parkdale Arena - adjustment of bumper blocks and spikes 10 pieces =	$ 400

Parks Division

Landscape south side of Lawrence Road at Bettina Grass Slope with Japanese Spurge (Groundcover) to avoid grass cutting maintenance in future =	$ 5,000
Walkway Landscape Repairs (Various) =	$ 5,000
TOTAL	$50,500

PROJECT NUMBER 65.0

1992-1996 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works - Streets Division
2. PROJECT NAME: Construction - Ferguson Yard
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   See Attachment.

4. (a) PROJECT STARTING (Year of O.M.B. approval) DATE (MONTH-YEAR): 1993
   (b) PROJECT FINISHING DATE (MONTH-YEAR): 1994

5. (a) GROSS COST OF PROJECT IN YEAR-OF-START DOLLARS: $ 320,000
   (b) LESS SUBSIDIES AND OTHER RECEIPTS: $
   (c) NET CITY'S COST: $ 320,000
   (d) ANNUAL CAPITAL FINANCING COST: $ 52,000
   (e) TOTAL CARRYING COST OF RETIRING DEBT: $ 520,000
   (f) NATURE OF FINANCING:

6. (a) YEAR OF EXPENDITURE
   - 1992 $
   - 1993 $ 150,000
   - 1994 $ 170,000
   - 1995 $
   - 1996 $
   - 1997 & after $

7. ADDITIONAL JOBS TO BE CREATED BY THE PROJECT: N/A
8. ADDITIONAL ANNUAL OPERATING COST: $ N/A
9. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
   See Attachment.

10. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

No [X] Yes [ ] - AT CITY'S COST OF _____
- SCHEDULED TO START IN THE YEAR _____

Signature of Department Head/Local Board Manager (for Standing Committee)

NOV. 14/91
Date

Signature of C.A.O. (for Finance & Administration Committee)

Date

Rev. 91/09/10

CONSTRUCTION - 1993 - 1996

1993 - 1994

PROJECT NAME: Ferguson Yard - Addition to Existing Garage

To improve the present service to equipment. This garage is too small for todays required service. It requires a grease pit and an extra garage bay which would be built onto the existing garage. Presently, we have to tow vehicles out of the garage to bring in another vehicle for service. In the winter, it is chaos because of insufficient garage space. (302 Ferguson Avenue North - District #2 and District #7).

EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:

Due to increased subdivision development, additional equipment has been purchased. This equipment has to be serviced efficiently to be mobile for production. the existing facility does not have the capabilities to provide this type of service.

OPERATING COST: No added costs.

City of Hamilton

PROJECT NUMBER 66.0

1992-1996 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works, Streets
2. PROJECT NAME: Subdivision Snow Blowers Mounted
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   To expand snow cleaning service and accommodate subdivision expansion in order to eliminate windrows of snow in front of driveways and to various catchbasins to prevent flooding and to eliminate snow from crosswalks. Four blowers = $545,000.00.

4. (a) PROJECT STARTING (Year of O.M.B. approval) DATE (MONTH-YEAR): 1993
   (b) PROJECT FINISHING DATE (MONTH-YEAR): 1996

5. (a) GROSS COST OF PROJECT IN YEAR-OF-START DOLLARS: $ 545,000.00
   (b) LESS SUBSIDIES AND OTHER RECEIPTS: $
   (c) NET CITY'S COST: $ 545,000.00
   (d) ANNUAL CAPITAL FINANCING COST: $ 89,000
   (e) TOTAL CARRYING COST OF RETIRING DEBT: $ 890,000
   (f) NATURE OF FINANCING:

6. (a) YEAR OF EXPENDITURE

	- 1992	$
	- 1993	$ 125,000.00
Rental 1993 - $13,200.00	- 1994	$ 135,000.00
1994 - 1996 4.5% inflation	- 1995	$ 140,000.00
	- 1996	$ 145,000.00
	- 1997 & after	$

7. ADDITIONAL JOBS TO BE CREATED BY THE PROJECT: N/A
8. ADDITIONAL ANNUAL OPERATING COST: $ 13,200.00

9. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
   The City's snow blowing schedule will not be accomplished within the set time factor duration.

10. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
    No ☐ Yes ☑ - AT CITY'S COST OF $750,000.00
    - SCHEDULED TO START IN THE YEAR 1994

Signature of Department Head/Local Board Manager (for Standing Committee)

Signature of C.A.O. (for Finance & Administration Committee)

NOV. 14/91
Date

Date

Rev. 91/09/10

City of Hamilton

PROJECT NUMBER 67.0

1992-1996 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works - Streets Division
2. PROJECT NAME: Sander Wing Plow Unit
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   To supply existing service by ensuring that all sanding and plowing is completed within 12 hours of the end of a storm. In 1992 this unit will be placed in the additional 37 kilometres of roadway incorporated by new expansion in subdivisions. nI the summer, this unit will revert to a dump truck for service.

4. (a) PROJECT STARTING (Year of O.M.B. approval) DATE (MONTH-YEAR): 1994
   (b) PROJECT FINISHING DATE (MONTH-YEAR): 1994

5. (a) GROSS COST OF PROJECT IN YEAR-OF-START DOLLARS: $ 120,000
   (b) LESS SUBSIDIES AND OTHER RECEIPTS: $
   (c) NET CITY'S COST: $ 120,000
   (d) ANNUAL CAPITAL FINANCING COST: $ 20,000
   (e) TOTAL CARRYING COST OF RETIRING DEBT: $ 200,000
   (f) NATURE OF FINANCING:

6. (a) YEAR OF EXPENDITURE
   - 1992 $
   - 1993 $
   - 1994 $ 120,000
   - 1995 $
   - 1996 $
   - 1997 & after $

7. ADDITIONAL JOBS TO BE CREATED BY THE PROJECT:
8. ADDITIONAL ANNUAL OPERATING COST: $ 98,000
9. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
   Regular service provided in 12 hours will be delayed to 18 hours increasing the time taken to clear snow from the streets - encouraging claims made against the Corporation.

10. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
    No [X] Yes [ ] - AT CITY'S COST OF $
    - SCHEDULED TO START IN THE YEAR

J.B. Pavelka

Signature of Department Head/Local Board Manager (for Standing Committee)

Signature of C.A.O. (for Finance & Administration Committee)

NOV. 13/91

Date

Date

Rev. 91/09/10

City of Hamilton

PROJECT NUMBER 70.0

1992-1996 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works Sanitation
2. PROJECT NAME: Subdivision Refuse Packer 25 yard High Density
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   To provide for weekly garbage collection to the new subdivisions in the City of Hamilton. About 1500 new houses will be added to the House Stock by 1995.

4. (a) PROJECT STARTING (Year of O.M.B. approval) DATE (MONTH-YEAR): 1995
   (b) PROJECT FINISHING DATE (MONTH-YEAR): 1995

5. (a) GROSS COST OF PROJECT IN YEAR-OF-START DOLLARS: $ 140,000.00
   (b) LESS SUBSIDIES AND OTHER RECEIPTS: $
   (c) NET CITY'S COST: $ 140,000.00
   (d) ANNUAL CAPITAL FINANCING COST: $ 23,000
   (e) TOTAL CARRYING COST OF RETIRING DEBT: $ 230,000
   (f) NATURE OF FINANCING:

6. (a) YEAR OF EXPENDITURE

	- 1992	$
	- 1993	$
For 1995 Labour - $140,000.00	- 1994	$
Equipment - 90,000.00	- 1995	$ 140,000.00
Total - $230,000.00	- 1996	$
	- 1997 & after	$

7. ADDITIONAL JOBS TO BE CREATED BY THE PROJECT: 3
8. ADDITIONAL ANNUAL OPERATING COST FOR 1995: $ 230,000.00
9. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
   Will not be able to accommodate the added volume anticipated.

10. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
    No ☐ Yes ☑ - AT CITY'S COST OF $95,000.00
    - SCHEDULED TO START IN THE YEAR 1993

J. Stavelly

Signature of Department Head/Local Board Manager (for Standing Committee)

Nov. 14/91

Date

Signature of C.A.O. (for Finance & Administration Committee)

Date

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City of Hamilton

PROJECT NUMBER 71.0

1992-1996 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works Streets
2. PROJECT NAME: Subdivision Street Sweeper
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   To provide for weekly mechanical street sweeping in new subdivisions to accommodate for the extra 67 kilometres of roadway which will be added to the system by 1995.
4. (a) PROJECT STARTING (Year of O.M.B. approval) DATE (MONTH-YEAR): 1995
   (b) PROJECT FINISHING DATE (MONTH-YEAR): 1995
5. (a) GROSS COST OF PROJECT IN YEAR-OF-START DOLLARS: $ 170,000.00
   (b) LESS SUBSIDIES AND OTHER RECEIPTS: $
   (c) NET CITY'S COST: $ 170,000.00
   (d) ANNUAL CAPITAL FINANCING COST: $ 28,000
   (e) TOTAL CARRYING COST OF RETIRING DEBT: $ 280,000
   (f) NATURE OF FINANCING:
6. (a) YEAR OF EXPENDITURE

	- 1992	$
	- 1993	$
For 1995 Labour - $45,000.00	- 1994	$
Equipment - 48,000.00	- 1995	$ 170,000.00
Total - $93,000.00	- 1996	$
	- 1997 & after	$

7. ADDITIONAL JOBS TO BE CREATED BY THE PROJECT: 1
8. ADDITIONAL ANNUAL OPERATING COST FOR 1995: $ 93,000.00
9. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
   The City will not be able to provide mechanical street sweeping for the extra kilometres of roadway in new subdivisions maintaining the present level of service.
10. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

No ☐ Yes ☑ - AT CITY'S COST OF $148,000.00
- SCHEDULED TO START IN THE YEAR 1994

J. S. Pavelka

Signature of Department Head/Local Board Manager (for Standing Committee)

NOV. 14/91

Date

Signature of C.A.O. (for Finance & Administration Committee)

Date

Rev. 91/09/10

2.5

CITY OF HAMILTON

- RECOMMENDATION -

DEC 24 1991

DATE: 1991 December 23

REPORT TO: Ms. T. Agnello, Secretary
Transport and Environment Committee

FROM: Mr. J. G. Pavelka, P.Eng.
Director of Public Works

SUBJECT: 1992 to 1996 Public Works Capital Budget
(Formerly Engineering)

RECOMMENDATION:

That the attached submission forms be considered for inclusion in the 1992 to 1996 Capital Budget.

J. G. Pavelka, P.Eng.
Director of Public Works

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See attached Submission Forms.

BACKGROUND:

The attached Capital Budget Submission Forms indicate the proposed Capital Budget Programmes for 1992 to 1996. The following are brief descriptions of the Programmes included in the 1992 Capital Budget. Please refer to the attached sheets for the 1993 to 1996 estimates:

1. **Reconstruction of Roads, Curbs, Sidewalks in 1992 ($8,120,000.)**

   This Programme attempts to eliminate the backlog of now deficient roads in the City.

...../2

2. **City's Share of Local Improvement - Industrial ($220,000.)**

This is to cover the City's share of locals in Hamilton's industrial areas. Development of industrial lands on Glover Road south of Rymal Road may proceed in 1992. Once they proceed, we will require the funds to construct a finished roadway and curbs.

3. **City's Share of Local Improvements - Residential ($388,000.)**

This is to cover the City's share of local improvements on residential streets. Presently, projects are being considered on Upper Kenilworth between Mohawk and Limeridge, Brenda Street, Limeridge Road between Upper Wellington and Upper Wentworth and Stone Church Road in the vicinity of Upper Sherman Avenue.

4. **Hydro Streetlighting Conversion Programme ($1,200,000.)**

This is the second year of a four year Programme to convert the existing mercury-vapour lights to the energy-efficient sodium lights. This Programme is being subsidized 25% by Ontario Hydro and will result in cost savings for energy in the Current Budget.

5. **New Project - Pavement Management System ($215,000.)**

The Public Works Department proposes to acquire and incorporate a Pavement Management System to assist staff in programming, maintenance and rehabilitation of the existing road network.

RPM:bk

City of Hamilton

PROJECT NUMBER 50.0

1992-1996 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works (Formerly Engineering)
2. PROJECT NAME: 1992 Program - City's Share of Locals (Industrial)
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   City's share of local improvements for 1992 (construction of roads and curbs in industrial subdivisions)

4. (a) PROJECT STARTING (Year of O.M.B. approval) DATE (MONTH-YEAR): January, 1992
   (b) PROJECT FINISHING DATE (MONTH-YEAR): December, 1993

5. (a) GROSS COST OF PROJECT IN YEAR-OF-START DOLLARS: $ 220,000.
   (b) LESS SUBSIDIES AND OTHER RECEIPTS: $
   (c) NET CITY'S COST: $ 220,000
   (d) ANNUAL CAPITAL FINANCING COST: $ 36,000
   (e) TOTAL CARRYING COST OF RETIRING DEBT: $ 360,000
   (f) NATURE OF FINANCING:

6. (a) YEAR OF EXPENDITURE - 1992 $ 220,000.
   - 1993 $
   - 1994 $
   - 1995 $
   - 1996 $
   - 1997 & after $

7. ADDITIONAL JOBS TO BE CREATED BY THE PROJECT: NIL

8. ADDITIONAL ANNUAL OPERATING COST: $ NIL
9. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
   Delay in creating and marketing industrial lots.

10. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

    No [ ] Yes [x] - AT CITY'S COST OF $ 220,000.
    - SCHEDULED TO START IN THE YEAR 1992

J. D. Pavelka

Signature of Department Head/Local Board Manager (for Standing Committee)

NOV. 14/91
Date

Signature of C.A.O. (for Finance & Administration Committee)

Date

Rev. 91/09/10

City of Hamilton

PROJECT NUMBER 51.0

1992-1996 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works (Formerly Engineering)
2. PROJECT NAME: 1992 Program - City's Share of Locals (Residential)
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   City's share of local improvements for 1992 (construction of roads, sidewalks, curbs and alleys in residential areas)

4. (a) PROJECT STARTING (Year of O.M.B. approval) DATE (MONTH-YEAR): January, 1992
   (b) PROJECT FINISHING DATE (MONTH-YEAR): December, 1993

5. (a) GROSS COST OF PROJECT IN YEAR-OF-START DOLLARS: $ 571,000.
   (b) LESS SUBSIDIES AND OTHER RECEIPTS: $ 183,000. R.S.
   (c) NET CITY'S COST: $ 388,000.
   (d) ANNUAL CAPITAL FINANCING COST: $ 63,000
   (e) TOTAL CARRYING COST OF RETIRING DEBT: $ 630,000
   (f) NATURE OF FINANCING:

6. (a) YEAR OF EXPENDITURE - 1992 $ 388,000.
   - 1993 $
   - 1994 $
   - 1995 $
   - 1996 $
   - 1997 & after $

7. ADDITIONAL JOBS TO BE CREATED BY THE PROJECT: NIL

8. ADDITIONAL ANNUAL OPERATING COST: $ NIL
9. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
   Backlog of now-deficient works will increase

10. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

No [ ] Yes [x] - AT CITY'S COST OF $ 388,000.
- SCHEDULED TO START IN THE YEAR 1992

J. G. Pavelka

Signature of Department Head/Local Board Manager (for Standing Committee)

NOV. 14/91
Date

Signature of C.A.O. (for Finance & Administration Committee)

Date

Rev. 91/09/10

City of Hamilton

PROJECT NUMBER 53.0

1992-1996 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works (Formerly Engineering)
2. PROJECT NAME: 1992 Pavement Management System
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   Evaluation of City Streets by a qualified pavement management consultant to establish priority, type and timing of rehabilitation.
4. (a) PROJECT STARTING (Year of O.M.B. approval) DATE (MONTH-YEAR): January, 1992
   (b) PROJECT FINISHING DATE (MONTH-YEAR): December, 1992
5. (a) GROSS COST OF PROJECT IN YEAR-OF-START DOLLARS: $ 215,000.
   (b) LESS SUBSIDIES AND OTHER RECEIPTS: $ 69,000. (MTO Road
   (c) NET CITY'S COST: $ 146,000. Subsidy
   (d) ANNUAL CAPITAL FINANCING COST: $ 24,000
   (e) TOTAL CARRYING COST OF RETIRING DEBT: $ 240,000.
   (f) NATURE OF FINANCING:
6. (a) YEAR OF EXPENDITURE - 1992 $ 146,000.
   - 1993 $
   - 1994 $
   - 1995 $
   - 1996 $
   - 1997 & after $
7. ADDITIONAL JOBS TO BE CREATED BY THE PROJECT: NIL
8. ADDITIONAL ANNUAL OPERATING COST: $ NIL
9. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
   As road system increases it will become more difficult to establish optimum programs for reconstruction, resurfacing, etc. without benefit of a pavement management system.
10. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

No [x] Yes [ ] - AT CITY'S COST OF $_____
- SCHEDULED TO START IN THE YEAR _____

J. G. Pavelka

Signature of Department Head/Local Board Manager (for Standing Committee)

NOV. 14/91
Date

Signature of C.A.O. (for Finance & Administration Committee)

Date

Rev. 91/09/10

City of Hamilton

PROJECT NUMBER 52.0

1992-1996 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works Department
2. PROJECT NAME: High Pressure Sodium Conversion Program
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   A province-wide incentive program, subsidized by Ontario Hydro, is available to accelerate the existing relamping provided the work is completed by December 1994. Through this programme Ontario Hydro funds 25% of the capital costs thereby enabling the municipality to realize an improved payback period on their investment.

4. (a) PROJECT STARTING (Year of O.M.B. approval) DATE (MONTH-YEAR): April, 1992
   (b) PROJECT FINISHING DATE (MONTH-YEAR): December, 1994

5. (a) GROSS COST OF PROJECT IN YEAR-OF-START DOLLARS: $ 4,580,000
   (b) LESS SUBSIDIES AND OTHER RECEIPTS: $ 1,145,000
   (c) NET CITY'S COST: $ 3,435,000
   (d) ANNUAL CAPITAL FINANCING COST: $ 559,000
   (e) TOTAL CARRYING COST OF RETIRING DEBT: $ 5,590,000
   (f) NATURE OF FINANCING: _____

6. (a) YEAR OF EXPENDITURE
   - 1992 $ 1,200,000
   - 1993 $ 1,125,000
   - 1994 $ 1,110,000
   - 1995 $ _____
   - 1996 $ _____
   - 1997 & after $ _____

7. ADDITIONAL JOBS TO BE CREATED BY THE PROJECT: None
8. ADDITIONAL ANNUAL OPERATING COST: $ see below
9. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
   The current budget savings in current budget expenditures for energy and maintenance will not be realized. These are expected to be $275,000 in 1992, $470,000 in 1993 and $650,000 in 1994 based upon the planned expenditures for the conversion.
10. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

No ☒ Yes ☐ - AT CITY'S COST OF $_____
- SCHEDULED TO START IN THE YEAR ____

J. D. Pavelka

Signature of Department Head/Local Board Manager (for Standing Committee)

NOV. 18/91
Date

Signature of C.A.O. (for Finance & Administration Committee)

Date

Rev. 91/09/10

City of Hamilton

PROJECT NUMBER 54.0

1992-1996 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works (Formerly Engineering)
2. PROJECT NAME: 1992 Reconstruction Program
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   Reconstruction of roads, curbs, sidewalks and alleys at various locations.
4. (a) PROJECT STARTING (Year of O.M.B. approval) DATE (MONTH-YEAR): January, 1992
   (b) PROJECT FINISHING DATE (MONTH-YEAR): December, 1992
5. (a) GROSS COST OF PROJECT IN YEAR-OF-START DOLLARS: $ 8,120,000.
   (b) LESS SUBSIDIES AND OTHER RECEIPTS: $ 2,598,000.R.S.
   (c) NET CITY'S COST: $ 5,522,000.
   (d) ANNUAL CAPITAL FINANCING COST: $ 899,000.
   (e) TOTAL CARRYING COST OF RETIRING DEBT: $ 8,990,000.
   (f) NATURE OF FINANCING:
6. (a) YEAR OF EXPENDITURE
   - 1992 $ 5,522,000.
   - 1993 $
   - 1994 $
   - 1995 $
   - 1996 $
   - 1997 & after $
7. ADDITIONAL JOBS TO BE CREATED BY THE PROJECT: NIL
8. ADDITIONAL ANNUAL OPERATING COST: $ NIL
9. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
   Backlog of deficient roads, sidewalks and alleys will increase to a point where a substantial number of these facilities will be in a hazardous state.
   Maintenance demand will increase.
10. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

    No ☐ Yes ☒ - AT CITY'S COST OF $ 5,000,000.
    - SCHEDULED TO START IN THE YEAR 1992

Signature of Department Head/Local Board Manager (for Standing Committee)

Signature of C.A.O. (for Finance & Administration Committee)

Date

Date

Rev. 91/09/10

City of Hamilton

PROJECT NUMBER 56.0

1992-1996 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works (Formerly Engineering)
2. PROJECT NAME: 1993-1996 Catch Basin and Drain Connections
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   Construction of catch basins and connecting drains in conjunction with sewer works proposed by the Region under the Local Improvement Act.

4. (a) PROJECT STARTING (Year of O.M.B. approval) DATE (MONTH-YEAR): January, 1993
   (b) PROJECT FINISHING DATE (MONTH-YEAR): December, 1996

5. (a) GROSS COST OF PROJECT IN YEAR-OF-START DOLLARS: $ 200,000.
   (b) LESS SUBSIDIES AND OTHER RECEIPTS: $
   (c) NET CITY'S COST: $ 200,000.
   (d) ANNUAL CAPITAL FINANCING COST: $ 33,000.
   (e) TOTAL CARRYING COST OF RETIRING DEBT: $ 330,000.
   (f) NATURE OF FINANCING:

6. (a) YEAR OF EXPENDITURE
   - 1992 $
   - 1993 $ 50,000.
   - 1994 $ 50,000.
   - 1995 $ 50,000.
   - 1996 $ 50,000.
   - 1997 & after $

7. ADDITIONAL JOBS TO BE CREATED BY THE PROJECT: NIL

8. ADDITIONAL ANNUAL OPERATING COST: $ NIL

9. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
   Delay in reducing flooding during heavy rainstorms.

10. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

    No [ ] Yes [x] - AT CITY'S COST OF $ 582,000.
    - SCHEDULED TO START IN THE YEAR 1993
    (1993-1995)

J. S. Pawelko

Signature of Department Head/Local Board Manager (for Standing Committee)

NOV. 14/91
Date

Signature of C.A.O. (for Finance & Administration Committee)

Date

Rev. 91/09/10

City of Hamilton

PROJECT NUMBER 57.0

1992-1996 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works (Formerly Engineering)
2. PROJECT NAME: 1993-1996 City's Share of Locals (Residential)
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   City's share of local improvements for 1993-1996 (construction of roads, curbs, sidewalks and alleys in residential areas)

4. (a) PROJECT STARTING (Year of O.M.B. approval) DATE (MONTH-YEAR): January, 1993
   (b) PROJECT FINISHING DATE (MONTH-YEAR): December, 1997

5. (a) GROSS COST OF PROJECT IN YEAR-OF-START DOLLARS: $ 2,585,000.
   (b) LESS SUBSIDIES AND OTHER RECEIPTS: $ 828,000. R.S.
   (c) NET CITY'S COST: $ 1,757,000.
   (d) ANNUAL CAPITAL FINANCING COST: $ 236,000
   (e) TOTAL CARRYING COST OF RETIRING DEBT: $ 2,860,000
   (f) NATURE OF FINANCING:

6. (a) YEAR OF EXPENDITURE
   - 1992 $
   - 1993 $ 408,000.
   - 1994 $ 428,000.
   - 1995 $ 449,000.
   - 1996 $ 472,000.
   - 1997 & after $

7. ADDITIONAL JOBS TO BE CREATED BY THE PROJECT: NIL

8. ADDITIONAL ANNUAL OPERATING COST: $ NIL
9. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
   Backlog of now-deficient works will increase

10. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

    No ☐ Yes ☒ - AT CITY'S COST OF $ 1,871,000.
    - SCHEDULED TO START IN THE YEAR 1993

J. L. Pavelka

Signature of Department Head/Local Board Manager (for Standing Committee)

NOV. 14/91
Date

Signature of C.A.O. (for Finance & Administration Committee)

Date

Rev. 91/09/10

City of Hamilton

PROJECT NUMBER 58.0

1992-1996 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works (Formerly Engineering)
2. PROJECT NAME: 1993-1996 Reconstruction Program
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   Reconstruction of roads, curbs, sidewalks and alleys at various locations.
4. (a) PROJECT STARTING (Year of O.M.B. approval) DATE (MONTH-YEAR): January, 1993
   (b) PROJECT FINISHING DATE (MONTH-YEAR): December, 1996
5. (a) GROSS COST OF PROJECT IN YEAR-OF-START DOLLARS: $ 33,980,000.
   (b) LESS SUBSIDIES AND OTHER RECEIPTS: $ 10,873,000. R.S.
   (c) NET CITY'S COST: $ 23,107,000.
   (d) ANNUAL CAPITAL FINANCING COST: $ 3,761,000.
   (e) TOTAL CARRYING COST OF RETIRING DEBT: $ 37,610,000.
   (f) NATURE OF FINANCING:
6. (a) YEAR OF EXPENDITURE
   - 1992 $ 5,753,000.
   - 1993 $ 5,769,000.
   - 1994 $ 5,785,000.
   - 1995 $ 5,800,000.
   - 1996 $
   - 1997 & after $
7. ADDITIONAL JOBS TO BE CREATED BY THE PROJECT: NIL
8. ADDITIONAL ANNUAL OPERATING COST: $ NIL
9. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
10. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

    No ☐ Yes ☒ - AT CITY'S COST OF $ 35,841,000.
    - SCHEDULED TO START IN THE YEAR 1993

Signature of Department Head/Local Board Manager (for Standing Committee)

Signature of C.A.O. (for Finance & Administration Committee)

Date

Date

Rev. 91/09/10

City of Hamilton

PROJECT NUMBER 154.0

1992-1996 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works (Formerly Engineering)
2. PROJECT NAME: 1992 Program - Owner's Share of Locals (Residential)
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   Owner's share of local improvements for 1992 (construction of roads, sidewalks, curbs and alleys in residential areas)
4. (a) PROJECT STARTING (Year of O.M.B. appr[illegible])
   DATE (MONTH-YEAR): January, 1992
   (b) PROJECT FINISHING DATE (MONTH-YEAR): December, 1993
5. (a) GROSS COST OF PROJECT IN YEAR-OF-START DOLLARS: $ 731,000.
   (b) LESS SUBSIDIES AND OTHER RECEIPTS: $ 61,000. (COM.)234 (R
   (c) NET CITY'S COST: $ 436,000.
   (d) ANNUAL CAPITAL FINANCING COST: $ 71,000
   (e) TOTAL CARRYING COST OF RETIRING DEBT: $ 710,000
   (f) NATURE OF FINANCING:
6. (a) YEAR OF EXPENDITURE - 1992 $ 436,000.
   - 1993 $
   - 1994 $
   - 1995 $
   - 1996 $
   - 1997 & after $
7. ADDITIONAL JOBS TO BE CREATED BY THE PROJECT: NIL
8. ADDITIONAL ANNUAL OPERATING COST: $ NIL
9. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
   Backlog of now-deficient works will increase along with maintenance demand
10. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

No [ ] Yes [x] - AT CITY'S COST OF $ 436,000.
- SCHEDULED TO START IN THE YEAR 1992

J. G. Pavelka

Signature of Department Head/Local Board Manager (for Standing Committee)

NOV. 14/91
Date

Signature of C.A.O. (for Finance & Administration Committee)

Date

Rev. 91/09/10

City of Hamilton

PROJECT NUMBER 155.0

1992-1996 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works (Formerly Engineering)
2. PROJECT NAME: 1992 Program - Owner's Share of Locals (Industrial)
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   Owner's share of local improvements for 1992 (construction of roads and curbs in industrial subdivisions)

4. (a) PROJECT STARTING (Year of O.M.B. approval) DATE (MONTH-YEAR): January, 1992
   (b) PROJECT FINISHING DATE (MONTH-YEAR): December, 1993

5. (a) GROSS COST OF PROJECT IN YEAR-OF-START DOLLARS: $ 1,070,000.
   (b) LESS SUBSIDIES AND OTHER RECEIPTS: $
   (c) NET CITY'S COST: $ 1,070,000.
   (d) ANNUAL CAPITAL FINANCING COST: $ 174,000
   (e) TOTAL CARRYING COST OF RETIRING DEBT: $ 1,740,000
   (f) NATURE OF FINANCING:

6. (a) YEAR OF EXPENDITURE - 1992 $ 1,070,000.
   - 1993 $
   - 1994 $
   - 1995 $
   - 1996 $
   - 1997 & after $

7. ADDITIONAL JOBS TO BE CREATED BY THE PROJECT: NIL

8. ADDITIONAL ANNUAL OPERATING COST: $ NIL
9. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
   Delay in creating and marketing industrial lots.

10. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

No [ ] Yes [x] - AT CITY'S COST OF $ 1,070,000.
- SCHEDULED TO START IN THE YEAR 1992

J. D. Pavelka

Signature of Department Head/Local Board Manager (for Standing Committee)

NOV. 14/91
Date

Signature of C.A.O. (for Finance & Administration Committee)

Date

Rev. 91/09/10

City of Hamilton

PROJECT NUMBER 156.0

1992-1996 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works (Formerly Engineering)
2. PROJECT NAME: 1993-1996 Program - Owner's Share of Locals (Residential)
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   Owner's share of local improvements for 1993-1996 (construction of roads, curbs, sidewalks and alleys in residential areas)
4. (a) PROJECT STARTING (Year of O.M.B. approval) DATE (MONTH-YEAR): January, 1993
   (b) PROJECT FINISHING DATE (MONTH-YEAR): December, 1997
5. (a) GROSS COST OF PROJECT IN YEAR-OF-START DOLLARS: $ 3,308,000.
   (b) LESS SUBSIDIES AND OTHER RECEIPTS: 1,059,000. $ 264,000. (OCM)
   (c) NET CITY'S COST: (R.S.) $ 1,985,000.
   (d) ANNUAL CAPITAL FINANCING COST: $ 323,000
   (e) TOTAL CARRYING COST OF RETIRING DEBT: $ 3,230,000
   (f) NATURE OF FINANCING:
6. (a) YEAR OF EXPENDITURE
   - 1992 $
   - 1993 $ 461,000.
   - 1994 $ 484,000.
   - 1995 $ 507,000.
   - 1996 $ 533,000.
   - 1997 & after $
7. ADDITIONAL JOBS TO BE CREATED BY THE PROJECT: NIL
8. ADDITIONAL ANNUAL OPERATING COST: $ NIL
9. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
   Backlog of now-deficient works will increase along with maintenance demand
10. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

    No [ ] Yes [x] - AT CITY'S COST OF $ 2,008,000.
    - SCHEDULED TO START IN THE YEAR 1993

J. J. Pavelka

Signature of Department Head/Local Board Manager (for Standing Committee)

NOV 14/91
Date

Signature of C.A.O. (for Finance & Administration Committee)

Date

Rev. 91/09/10

City of Hamilton

PROJECT NUMBER 161.0

FUTURE CAPITAL PROJECT
SCHEDULED TO BE STARTED 1997-2001

1. DEPARTMENT/LOCAL BOARD: Public Works (Formerly Engineering)
2. PROJECT NAME: 1997-2001 Catch Basin and Drain Connections
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   Construction of catch basins and connecting drains in conjunction with sewer works proposed by the Region under the Local Improvement Act.
4. (a) PROJECT STARTING (Year of O.M.B. approval) DATE (MONTH-YEAR): January, 1997
   (b) PROJECT FINISHING DATE (MONTH-YEAR): December, 2001
5. (a) GROSS COST OF PROJECT IN YEAR-OF-START DOLLARS: $ 702,000.
   (b) LESS SUBSIDIES AND OTHER RECEIPTS (Specify) $
   (c) NET CITY'S COST: $ 702,000.
   (d) ANNUAL CAPITAL FINANCING COST: $ 114,000
   (e) TOTAL CARRYING COST OF RETIRING DEBT: $ 1,140,000
   (f) NATURE OF FINANCING:
6. (a) YEAR OF EXPENDITURE - 1997 $ 127,000.
   - 1998 $ 134,000.
   - 1999 $ 140,000.
   - 2000 $ 147,000.
   - 2001 $ 154,000.
   - 2002 & after $
7. ADDITIONAL JOBS TO BE CREATED BY THE PROJECT: NIL
8. ADDITIONAL ANNUAL OPERATING COST: $ NIL
9. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
   Delay in reducing local flooding during heavy rainstorms.
10. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

    No ☐ Yes ☒ - AT CITY'S COST OF $1,235,000.
    - SCHEDULED TO START IN THE YEAR 1996
    1996-2000

Signature of Department Head/Local Board Manager (for Standing Committee)

Signature of C.A.O. (for Finance & Administration Committee)

Date

Date

Rev. 91/09/10

City of Hamilton

PROJECT NUMBER 163.0

FUTURE CAPITAL PROJECT
SCHEDULED TO BE STARTED 1997-2001

1. DEPARTMENT/LOCAL BOARD: Public Works (Formerly Engineering)
2. PROJECT NAME: 1997-2001 Reconstruction Program
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   Reconstruction of roads, curbs, sidewalks and alleys at various locations.

4. (a) PROJECT STARTING (Year of O.M.B. approval) DATE (MONTH-YEAR): January, 1997
   (b) PROJECT FINISHING DATE (MONTH-YEAR): December, 2001

5. (a) GROSS COST OF PROJECT IN YEAR-OF-START DOLLARS: $ 69,561,000.
   (b) LESS SUBSIDIES AND OTHER RECEIPTS (Specify) $ 22,260,000. (MTO Road Subsid
   (c) NET CITY'S COST: $ 47,301,000.
   (d) ANNUAL CAPITAL FINANCING COST: $ 7,698,000
   (e) TOTAL CARRYING COST OF RETIRING DEBT: $ 76,980,000
   (f) NATURE OF FINANCING:

6. (a) YEAR OF EXPENDITURE
   - 1997 $ 8,560,000.
   - 1998 $ 8,988,000.
   - 1999 $ 9,438,000.
   - 2000 $ 9,910,000.
   - 2001 $ 10,405,000.
   - 2002 & after $

7. ADDITIONAL JOBS TO BE CREATED BY THE PROJECT: NIL

8. ADDITIONAL ANNUAL OPERATING COST: $ NIL

9. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
   Backlog of deficient roads, curbs, sidewalks, and alleys will increase to a point where a substantial number of these facilities will be in a hazardous state. Maintenance demand will increase.

10. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

    No [ ] Yes [x] 1996-2000
    - AT CITY'S COST OF $ 52,888,000.
    - SCHEDULED TO START IN THE YEAR 1996

Signature of Department Head/Local Board Manager (for Standing Committee)

Signature of C.A.O. (for Finance & Administration Committee)

Date

Date

Rev. 91/09/10

City of Hamilton

PROJECT NUMBER 162.0

FUTURE CAPITAL PROJECT
SCHEDULED TO BE STARTED 1997-2001

1. DEPARTMENT/LOCAL BOARD: Public Works (Formerly Engineering)
2. PROJECT NAME: 1997-2001 Summary of City's Share of Locals (Residential)
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   City's share of local improvements for 1997-2001 (construction of roads, curbs, sidewalks and alleys in residential areas)

4. (a) PROJECT STARTING (Year of O.M.B. approval) DATE (MONTH-YEAR): January, 1997
   (b) PROJECT FINISHING DATE (MONTH-YEAR): December, 2001

5. (a) GROSS COST OF PROJECT IN YEAR-OF-START DOLLARS: $ 4,025,000.
   (b) LESS SUBSIDIES AND OTHER RECEIPTS (Specify) $ 1,288,000. R.S.
   (c) NET CITY'S COST: $ 2,737,000.
   (d) ANNUAL CAPITAL FINANCING COST: $ 445,000
   (e) TOTAL CARRYING COST OF RETIRING DEBT: $ 4,450,000
   (f) NATURE OF FINANCING:

6. (a) YEAR OF EXPENDITURE
   - 1997 $ 496,000.
   - 1998 $ 520,000.
   - 1999 $ 546,000.
   - 2000 $ 573,000.
   - 2001 $ 602,000.
   - 2002 & after $

7. ADDITIONAL JOBS TO BE CREATED BY THE PROJECT: NIL

8. ADDITIONAL ANNUAL OPERATING COST: $ NIL
9. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
   Backlog of now-deficient works will increase

10. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

No ☐ Yes ☒ - AT CITY'S COST OF $ 3,016,000.
1996-2000 - SCHEDULED TO START IN THE YEAR 1996

Signature of Department Head/Local Board Manager (for Standing Committee)

Signature of C.A.O. (for Finance & Administration Committee)

Date

Date

Rev. 91/09/10

City of Hamilton

PROJECT NUMBER 178.0

FUTURE CAPITAL PROJECT
SCHEDULED TO BE STARTED 1997-2001

1. DEPARTMENT/LOCAL BOARD: Public Works (Formerly Engineering)
2. PROJECT NAME: 1997-2001 Summary of Owner's Share of Locals (Residential)
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   Owner's share of 1997-2001 residential local improvements related to construction of roads, curbs, sidewalks, and alleys on City initiative and petitions by abutting owners

4. (a) PROJECT STARTING (Year of O.M.B. approval) DATE (MONTH-YEAR): January, 1997
   (b) PROJECT FINISHING DATE (MONTH-YEAR): December, 2001

5. (a) GROSS COST OF PROJECT IN YEAR-OF-START DOLLARS: $ 5,151,000. 1,648,000
   (b) LESS SUBSIDIES AND OTHER RECEIPTS (Specify) $ 412,000. (COM) (R.S
   (c) NET CITY'S COST: $ 3,091,000.
   (d) ANNUAL CAPITAL FINANCING COST: $ 503,000
   (e) TOTAL CARRYING COST OF RETIRING DEBT: $ 5,030,000
   (f) NATURE OF FINANCING:

6. (a) YEAR OF EXPENDITURE
   - 1997 $ 559,000.
   - 1998 $ 588,000.
   - 1999 $ 617,000.
   - 2000 $ 648,000.
   - 2001 $ 679,000.
   - 2002 & after $

7. ADDITIONAL JOBS TO BE CREATED BY THE PROJECT: NIL

8. ADDITIONAL ANNUAL OPERATING COST: $ NIL
9. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
   Backlog of now-deficient works will increase along with maintenance demand

10. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

No [ ] Yes [x] - AT CITY'S COST OF $ 3,076,000.
- SCHEDULED TO START IN THE YEAR 1996
1996-2000

for Signature of Department Head/Local Board Manager (for Standing Committee)

November 8, 1991
Date

Signature of C.A.O. (for Finance & Administration Committee)

Date

Rev. 91/09/10

2.6

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 December 30

REPORT TO: Ms. T. Agnello
Secretary, Transport and Environment Committee

FROM: Mr. J. G. Pavelka, P.Eng.
Director of Public Works

SUBJECT: Acting Director of Public Works - Mr. D. Lobo

RECOMMENDATION:

That Mr. D. Lobo the Manager of Streets and Sanitation be promoted to be the Acting Director of Public Works while Mr. Pavelka is the Acting Chief Administrative Officer.

J. PAVELKA, P.ENG.
DIRECTOR OF PUBLIC WORKS

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Projecting that Mr. Lobo will be the Acting Director of Public Works for 2 months, January and February, based on a premium of $795.51 per month, the premium will be $1,591.03 for the two months.

BACKGROUND:

On Tuesday, December 10, 1991, City Council approved that Mr. Pavelka, Director of Public Works be the Acting Chief Administrative Officer for the first two months of 1992, January and February.

While in that capacity, it is felt that the senior manager in the Public Works Department, Mr. D. Lobo be appointed to be the Acting Director of Public Works for the same period.

It is also understood that Mr. Pavelka and Mr. Lobo will dialogue regularly on the issues in the Public Works Department.

JGP/jdh

CITY OF HAMILTON
- RECOMMENDATION -

2.7

DATE: 1991 December 20

REPORT TO: Mr. K. Christenson
Secretary, Transport and Environment Committee

FROM: Mr. J. G. Pavelka, P.Eng.
Director of Public Works

SUBJECT: Residential Boulevard Parking - 174 Market Street

RECOMMENDATION:
That the Residential Boulevard Parking application for 174 Market Street be denied.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:
N/A

BACKGROUND:
On May 21, 1991 the Traffic Department received an application for Residential Parking from Ms. H. Deckart, 174 Market Street. Because of the proximity of a large Sugar Maple to the location of the proposed driveway, this application was forwarded to the Public Works Department. A representative of the Forestry Section investigated the site and made the following observations.

The 24" diameter Sugar Maple is a municipal tree on the road allowance which appears to be in good condition. The root system of the Sugar Maple is very susceptible to any type of root disturbance such as grade changes and compaction. Excavation for front yard parking at this location will definitely effect this tree and will result in the eventual decline and death of this tree.

Attached is a plan showing the location of the tree with respect to the road allowance (street line) and the paved parking area.

With the ever increasing interest in the protection of trees and the importance of a healthy urban forest, we must recommend front yard parking be denied. Having determined that the construction and use of the driveway will ultimately destroy the tree we would be in contravention of existing policies designed to protect municipally owned trees.

J.G. PAVELKA, P. ENG
DIRECTOR OF PUBLIC WORKS

JGP/rb
attach.

c.c. Mr. J. Pook, Horticulturalist
Mr. M. F. Main, Director of Traffic Services

...ILTON
...EPARTMENT

RESIDENTIAL BOULEVARD PARKING APPLICATION

174 MARKET STREET

...NT: HARRIET DECKERT

...R: YES

...ICLE SIZE(S): '90 JETTA (4.4m)

...NITS: 1 PHONE No.: 526-7490 AFTER 5

REQUEST: MAY 21/91

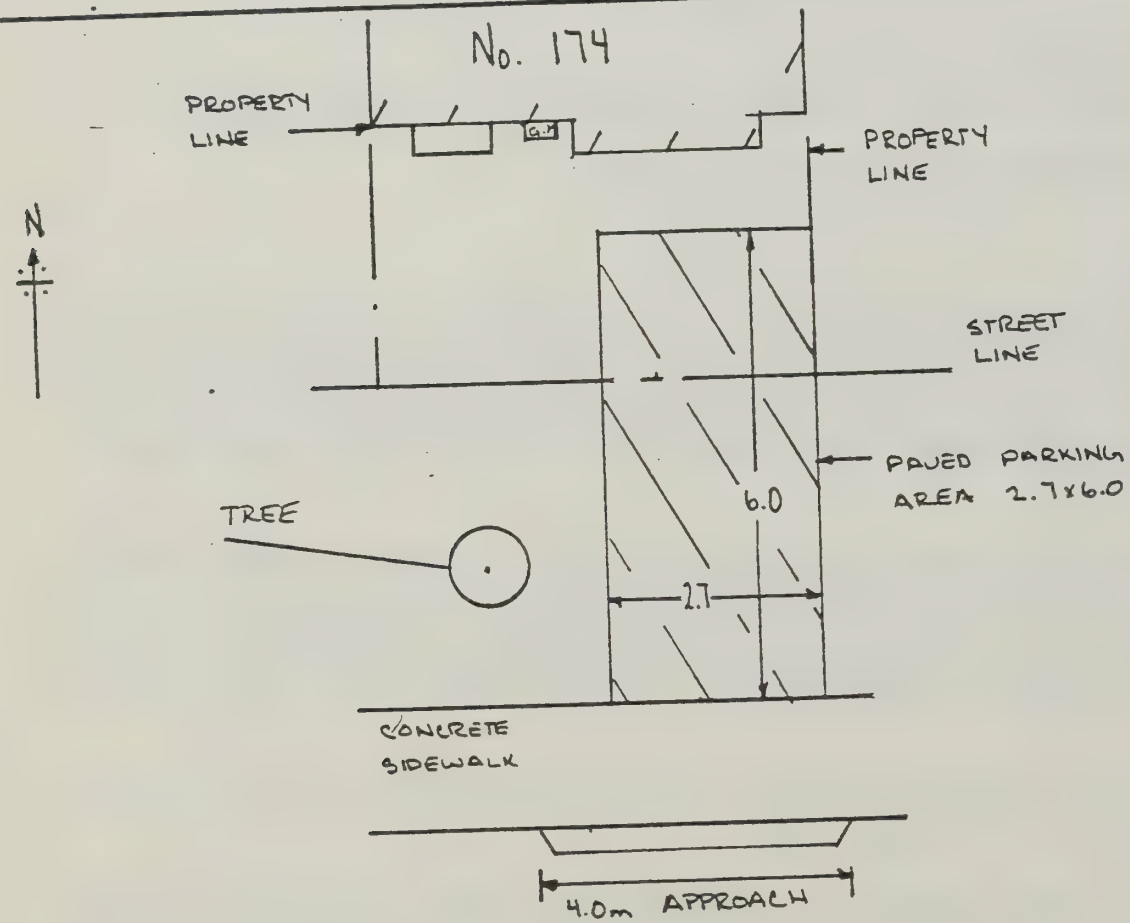
SURVEY: MAY 22/91 BY: LS

EXISTING PARKING SPACES: —

REQUESTED PARKING SPACES: ONE

OTHER REQUEST: LEFT SIDE

COMMENTS: NEW 4.0m APPROACH COMMENCING 0.3m EAST OF THE EAST PROPERTY LINE THENCE 4.0m WESTERLY.



STREET R.O.W.	20.1
PAVEMENT WIDTH	8.6
SIDEWALK WIDTH	1.6
BOULEVARD WIDTH	—
STREET LINE TO BACK OF WALK OR CURB	4.2

SPACE	Yes	No
2.7 x 6.0 M (9' x 20')	☐	☐
5.5 x 6.0 M (18' x 20')	☐	☐

DWG. SCALE: M. 1:100 I. ____

RECOMMENDED: ____

APPROVED: ____
Director of Traffic Services

DATE: ____

3.1

CITY OF HAMILTON

-RECOMMENDATION-

NOV 07 1991

DATE: 1991 October 30
E308-01 V. Terluk

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: L. D. Turvey, P. Eng.
Commissioner of Transportation/
Environmental Services

SUBJECT:

Transfer from PCB Waste Storage Site No. 301-89A-003 (55 Goldthorne Ave. Etobicoke) to Site No. 201-85A-049 (1632 Burlington Street, Hamilton)

RECOMMENDATION:

a) That the West Central Region Branch of the Ontario Ministry of the Environment (MOE) be advised that the City of Hamilton has no objection to the transfer of PCB waste from PCB Storage Site No. 301-89A-003, 55 Goldthorne Avenue, Etobicoke, to PCB Storage Site No. 201-85A-049 at 1632 Burlington Street, Hamilton, provided that all environmental safeguards normally associated with this type of activity are implemented to the satisfaction of the Ministry, and that all applicable City of Hamilton and Regional By-Laws are complied with fully.

b) That a copy of this report and its attachments be submitted to the West Central Region Branch of the MOE for their information.

L.D. Turvey, P. Eng.
Commissioner of Transportation/
Environmental Services

Cont'd...

Transfer from PCB Waste Storage Site No. 301-89A-003 (55 Goldthorne Ave. Etobicoke) to Site No. 201-85A-049 (1632 Burlington Street, Hamilton)

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Ministry of the Environment policies and regulations concerning the transfer and movement of PCB contaminated waste from one political jurisdiction to another i.e. from Burlington to Hamilton, permit the receiving municipality to comment on the proposed activity, and to have input into the Ministry's approval process.

The final determination, and the provision of the approval however, is at the Ministry's discretion.

BACKGROUND:

The West Central Region Office of the Ministry of the Environment (MOE) has received a proposal from Westinghouse Canada Inc. for the transfer of PCB's stored at their closed facility in Etobicoke to the existing facility in Hamilton. The Westinghouse facility to which the PCB waste is being transferred is located at 1632 Burlington Street in Hamilton. Westinghouse has asked the City of Hamilton for comments on this proposal with respect to any specific municipal requirements or concerns.

The inventory of PCB waste awaiting transfer consists of 31 drums of contaminated liquid and solids, and one transformer carcass. This waste is currently stored at a Westinghouse owned property which is listed for sale. The condition of sale which must be met is the safe removal and storage of the waste at a Ministry registered PCB storage site. The nearest registered site to the Etobicoke property is the Westinghouse storage site at 1632 Burlington Street in Hamilton.

During review of this proposed activity with local Ministry officials, Regional staff were informed that the aforementioned transfer concept is not only acceptable, but considered to be preferred practice by the Ministry. Furthermore, staff were informed that the Ministry recently approved a shipment of PCB contaminated waste from Hamilton to the City of Guelph under conditions and reasons very similar to those associated with the Westinghouse proposal.

Cont'd...

Transfer from PCB Waste Storage Site No. 301-89A-003 (55 Goldthorne Ave. Etobicoke) to Site No. 201-85A-049 (1632 Burlington Street, Hamilton)

Westinghouse is proposing to conduct the removal activity as soon as approval is granted by the Ministry, and will ensure that the transfer is carried out using fully trained and appropriately equipped staff. If approved, the transfer will be completed between 11:00 p.m. and 5:00 a.m. on a weekday.

The proposed scope of work for the handling of the waste materials, the spill containment and control plans that will be in place throughout the project and a map outlining the proposed route to Hamilton have been attached to this report.

VT/
attach.

c.c. Mr. John Percy. Area Supervisor
Ministry of the Environment
West Central Region
119 King Street West
12th Floor
Hamilton, Ontario
L8N 3Z9

Westinghouse Canada Inc.

55 Goldthorne Avenue
Toronto, Ontario
M8Z 5S7
TEL: (416) 252-7381
FAX: (416) 252-7409

October 8, 1991

Ministry of the Environment
Toronto District Office
4th Floor, 7 Overlea Boulevard
Toronto, Ontario
M4H 1A8

Attn: Mr. J. Richardson

Subject: PCB Waste Storage Site No. 301-89A-003
55 Goldthorne Ave., Etobicoke

As previously advised, the business operations at 55 Goldthorne Ave., Etobicoke have closed and the property is listed for sale.

The inventory of PCB's (31 drums of contaminated liquid and solids and 1 transformer carcass) at the subject site must be relocated to another Westinghouse owned PCB Waste Storage site. The nearest registered site belonging to Westinghouse is site number 201-85A-049 located at 1632 Burlington Street, Hamilton. It is our intentions to transfer the subject inventory to the Hamilton Storage Site, and we hereby request Directors Instructions for the transport on public thoroughfare.

The Transfer will be completed using Westinghouse personnel, fully trained in the safe handling of PCB's. Attached for your reference are copies of the proposed scope of work for the handling of the waste materials, and the spill containment and control plans that will be in place throughout the project. A map outlining our proposed route to Hamilton is also enclosed.

Travelling on the Q.E.W. westbound is essential for this project. To minimize risk, the transfer will be completed between the hours of 11:00 P.M. to not later than 5:00 A.M. on a weekday.

.../2

It is our intentions to complete this transfer before the end of October, 1991. Your cooperation and assistance are appreciated in helping us meet this deadline.

If additional information is required, please call me at (416) 855-2986.

Respectfully,

G. J. Mason, Marketing,
Environmental Projects

cc. Mr. J. Vogt, Director
Ministry of the Environment, Hamilton District Office

Mr. V. Terluk, Commissioner
Hamilton-Wentworth Engineering Department

Mr. K.E. Avery, Clerk,
City of Hamilton

bcc.

Mr. M. Steele	5230 SSR
Mr. J. Maxwell	55 Goldthorne
Mr. A. Kruzins	CO-6
Mr. W. McCurdy	55 Goldthorne

Service

PCB Waste Transfer
Scope of Work

- Drain fluid from the transformer into CTC5B spec. drums, inside overpacks;

- Load barrels of waste liquids and solids onto Westinghouse transport medium, using subcontracted rigger and crane, and securely tie down the load for transport (barrels in drip trays);

- Load carcass onto Westinghouse transport medium, using subcontracted rigger and crane, securely tie down for transport (transformer in drip tray);

- Affix class 9 placards to truck hauling PCB's;

- Transformer carcass and barrels containing fluid will be transported on Westinghouse owned vehicle;

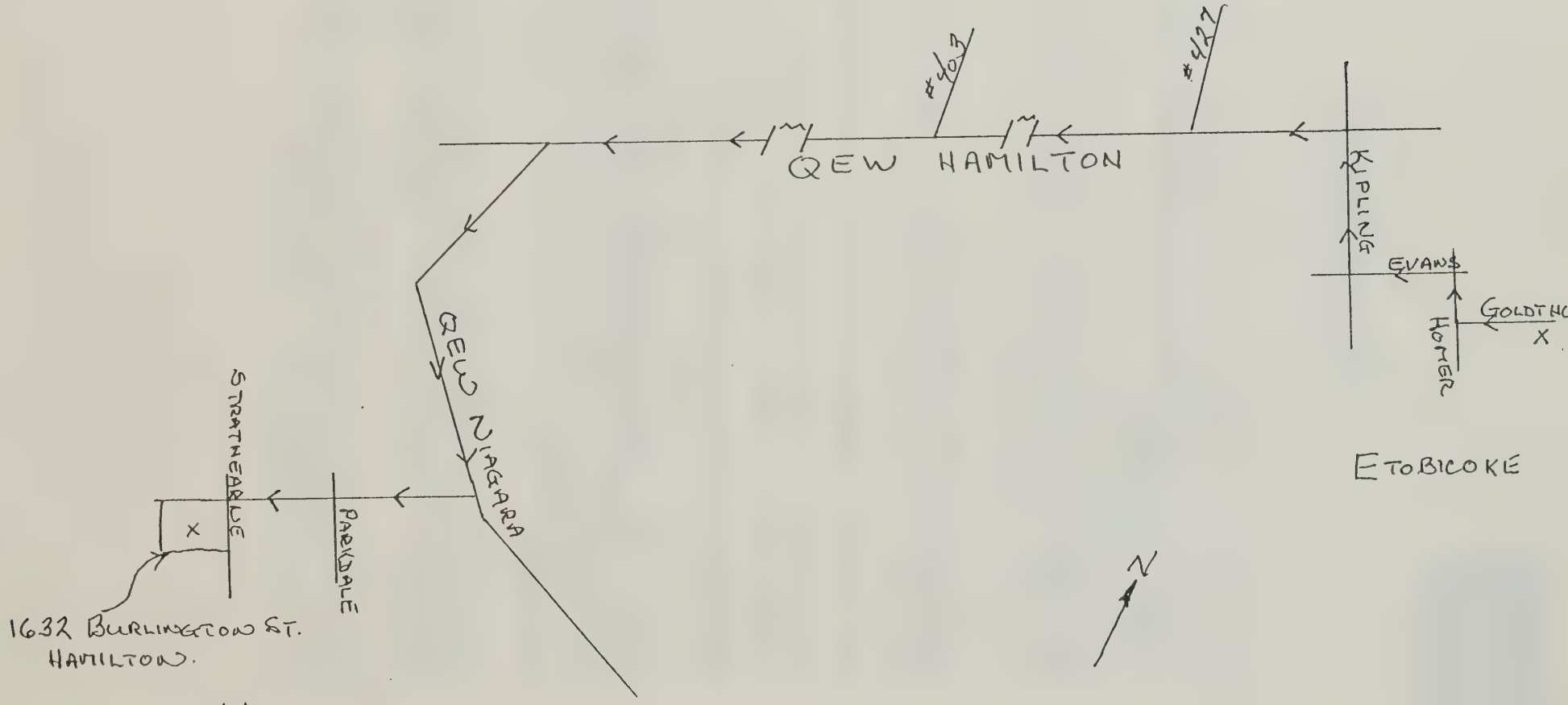
- Line up convoy vehicles for move, including Westinghouse Environmental Vehicle;

- Convoy will proceed following the route marked on the enclosed detailed map, accompanied by the Westinghouse Environmental Vehicle and two (2) suited personnel for spill protection and fast response in the event of an accident;

- Transformer carcass and barrels will be unloaded using subcontracted rigger and crane and placed in the M.O.E. approved storage facility at 1632 Burlington St., Hamilton;

- Barrels of contaminated waste generated from this project are to be stored in the M.O.E. approved storage facility at 1632 Burlington St., Hamilton.

PROPOSED ROUTE
- PCB TRANSFER
FROM 55 GOLDTHORNE AVE, ETOBICOKE
TO 1632 BURLINGTON ST., HAMILTON



SPILL CONTROL PLAN

SPILL PREVENTION

- Fluid to be removed from transformer prior to removal to minimize spill risk should a rad rupture or the tank be damaged during handling.
- Fluid removed to 5B spec 16 gauge drums inside overpack drums (12 gauge) for double protection in the event of a drop.
- Fluid to be removed and stored in CTC5B spec. double bung barrels.
- Fluid to be removed and stored in steel storage tank, inside a steel dyke
- All hoses are to be double lined, double valved and wrapped in absorbent material at couplings and unions to minimize spill risk.
- All pumping operations are to be a two man operation to prevent overflows etc.
- No oil or repairs to be handled outside the dyked area.
- Drums to be filled to a level not higher than 4" from the top.
- Tank to be filled to a level not higher than twelve (12) inches from the top.
- All oil handling equipment to be inside the dyked area.

SPILL CONTAINMENT

- Transformer drain area to be converted to a dyked area to contain any spills which could arise up to the maximum transformer nameplate volume plus a 25% safety margin.

- All drains near work areas are to be plugged prior to any fluid handling activity.

- Environmental projects vehicle close at hand in the event of a spill. Contains spill containment equipment such as sanifoam booms, matasorb etc.

- Containment pan for transportation on site, large enough to contain 125% of total fluid content.

SPILL CLEANUP

- Additional 5B spec drums on board E van.

- 20 bags minimum of Zorbal or equivalent absorbent on hand.

- Shovels brooms etc. on van.

- Additional safety equipment on van for backup personnel in the event of an emergency.

- 24 hour Ministry of the Environment spills hotline 1-800-268-6060

OIL SPILL EMERGENCY RESPONSE PROCEDURE

The following Spill Response Procedure is to be followed by all employees involved in the Oil Handling.

Spill/Accident Discovery

Upon discovery of an oil spill of any amount, or an accident involving a vehicle transporting materials the following actions are necessary:

1) Notify **Gord Mason** immediately at **(416)** 855-2986 , **(after hours call** 784-5179) giving the following information:
   - Time of spill
   - location of spill (including terrain and nearest waters)
   - Amount of spill and PCB Contamination level of fluid
   - Existing weather conditions
   - Measure taken to control spill
   - Persons on the scene and contact person
   - Date, time and personnel contacted at various agencies.

2) Notify customer if spill occurred on customers' property.

3) Gord Mason will advise District Management.

4) Advise the local office of the Ministry of the Environment.

5) Advise the Ministry of the Environment Spills Center **1-800-268-6060**

6) Maintain a log of all telephone calls and actions regarding the spill.

Spill Cleanup Procedures

In the event of a spill or an accident, the following steps are to be taken:

- All cleanup personnel engaged in the actual cleanup labor are recommended to wear protective clothing to prevent PCB contamination of clothing or skin.

- Any fluid must be prevented from reaching storm drains, sewers, drainage ditches or any other place where water is flowing. The crew is to exercise every available option open to them to contain the spill, which includes temporary diking or diversions. In addition, the crew should anticipate and prevent water from flowing into the contaminated area from sources such as a street gutter system.

- Every reasonable effort should be made to stop or retard the flow of oil and contain that which has been discharged, using manpower, equipment and materials on site or immediately available. Secure the area so that members of the public do not come in contact with the spilled fluid.

- If the spill does reach flowing water, storm sewers, or any inaccessible area, the first employee to the spill area will initiate notification procedures immediately and also initiate measures to prevent and additional spill material from reaching waters or lands.

- Barricades should be placed as required around the contaminated area to prevent pedestrians and vehicles from entering until the spill material is cleaned up and removed.

- An oil absorbent material may be used as a cleanup tool. If used, it should be spread on the contaminated area and should be left in place for at least one hour or as long as necessary to ensure that all available oil fluids have been absorbed.

- The absorptive material along with any contaminated soils are to be placed in containers for that specific purpose.

- All surfaces exposed to the spilled fluid will be decontaminated with swabs containing approved solvent.

- Any contaminated steel structures, wood racks, poles, etc., should also be washed with solvent. All equipment on these structures that may be contaminated by an oil spill but will not be removed, must also be similarly cleaned using caution to prevent further contamination in the spill/accident area.

- All types of structures, buildings, private vehicles, etc., that may be contaminated are to be washed down with solvent.

- All contaminated items, including tools, clothing, boots, and any other equipment, must be either thoroughly cleaned with solvent where practical or disposed of in the containers provided for that purpose.

- All drums are to be marked with appropriate marking decals and loaded on truck for furtherance to a MOE approved disposal facility. Drums must be carefully secured to minimize the chance of another spill.

- The spill/accident area will be continuously manned until the spilled oil and all cleanup materials have been removed from the site, secured in drums, or otherwise neutralized.

3.2

CITY OF HAMILTON

-RECOMMENDATION-

DATE: 1991 October 23
E308-01 V. Terluk

NOV 07 1991

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: L. D. Turvey, P. Eng.
Commissioner of Transportation/
Environmental Services

SUBJECT:

Pat's Disposal Service Ltd. Application for a Certificate of Approval for a Waste Disposal Site (Processing)

RECOMMENDATION:

a) That the West Central Branch of the Ontario Ministry of the Environment (MOE) be advised that the City of Hamilton has no objection to Pat's Disposal Service Ltd. establishing the proposed waste disposal (processing) site at 306 Lake Avenue North, Hamilton, Ontario provided that all environmental safeguards normally associated with this type of activity are implemented to the satisfaction of the Ministry, and that all applicable City of Hamilton and Regional By-Laws are complied with fully.

b) That a copy of this report and its attachments be submitted to the West Central Branch of the MOE for their consideration in the preparation of the Certificate of Approval regulating the operation of the facility proposed by Pat's Disposal Services Ltd.

L.D. Turvey, P. Eng.
Commissioner of Transportation/
Environmental Services

Cont'd...

Pat's Disposal Service Ltd. Application for a Certificate of Approval for a Waste Disposal Site (Processing)

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The West Central Office of the Ministry of the Environment (MOE) has received an application from Pat's Disposal Services Ltd. for a Certificate of Approval to separate, sort, reuse and recycle commercial and domestic waste. This facility is located at 306 Lake Avenue North in Hamilton. The MOE has asked the City of Hamilton for comments on this application with respect to any specific municipal requirements or concerns.

The proposed facility will deal with various wastes which are recyclable including wood (for chipping), metal, and glass. The facilities which will be utilized by Pat's Disposal Service, for receiving recycled materials, and for the disposal of recycling by-products, have MOE approval.

The non-recyclable portion of the wastes received is estimated to be approximately 12 tonnes per day. The proponent has agreed to take the necessary actions to ensure that only non-recyclable waste which has been generated in this Region, will be disposed of at Regional facilities, and that any non-recyclable wastes originating outside of this Region will be disposed of at licensed landfills other than Hamilton-Wentworth.

In keeping with the established policy, Ministry officials have requested the City of Hamilton to comment on the viability of the proposed facility from a municipal jurisdictional perspective. In order to satisfy the City's and the Region's regulatory mandate, as well as the Ministry's request for comments, staff from various City and Regional departments were requested to visit the proposed site and review the background documentation provided by Pat's Disposal Service, and to prepare a report on any comments or concerns they might have on the proposed facility.

Copies of the responses concerning the proposal, which were received from the City of Hamilton staff representing Traffic Services, Local Planning, and Noise Control, and the Regional Engineering Sewer Use Control Office, are appended to this report.

Cont'd...

Pat's Disposal Service Ltd. Application for a Certificate of Approval for a Waste Disposal Site (Processing)

Two of the responses make specific comments on the proposal which the facility operator should satisfy before municipal consent is given to the proposal. It would be prudent to have compliance officers from the City and the Region visit the facility, if Pat's Disposal Service is authorized to proceed, to verify compliance with the recommendations noted in the appended responses.

SH/
attach

THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Planning and Development Department
71 Main Street West, Hamilton, Ontario L8N 3T4
(416) 546-4221 Fax (416) 546-4202
TDD-546-2448

October 18, 1991

Refer to File No. 4331
Attention of
Your file No. E308-01

Mr. V. Terluk
Manager, Solid Waste Operations
Engineering Department

Att: Ms. S. Howe

Dear Mr. Terluk:

Re: Pat's Disposal Services Ltd.
Application for a Certificate of Approval for a Waste Disposal Site (Processing)
306 Lake Avenue North

As requested in your memorandum of October 8, 1991, the following Planning information is provided with respect to the above noted proposal:

- Official Plan

  The subject lands are designated "Industrial" and are located within "Special Policy Area 11" (Light Industrial). The proposal would not conflict with the intent of the Plan.

- Neighbourhood Plan

  There is no proposed Neighbourhood Plan for the area. However, it is noted that there are several residential uses in the immediate area. In this regard, any mitigative measures that the Ministry of the Environment deems appropriate should be applied.

- Zoning By-law

  The subject lands are zoned "KK" (Restricted Heavy Industrial) District under Zoning By-law No. 6593. It is our understanding that the proposed use is permitted "as-of-right" (see attached Zoning Verification Certificate). However, you may wish to confirm this with the Building Department.

I trust that this information will be of some assistance to you. Should you have any questions on this matter, please call.

Yours truly,

Alex Georgieff, M.C.I.P.
Director of Local Planning

c.c. - Mr. J. Thoms, Commissioner of Planning and Development
- Mr. L. King, Building Commissioner
A:\306LAKE

ZV

THE CORPORATION OF THE CITY OF HAMILTON

DEPARTMENT OF BUILDINGS
CITY HALL HAMILTON ONTARIO 546-2720

35.00

ZONING VERIFICATION CERTIFICATE : 931

35.00

FOR 306 (MUNICIPAL NO) LAKE AVE N. (STREET) 25 (LOT NO) 1 (SIDE OF STREET) EAST

BETWEEN BARTON ST E. (STREET) AND SOUTH SERVICE RD (STREET)

OWNER PASQUALE CICCAGLIONE ADDRESS 40 HONEYWELL DR S/C

PROPOSED USE (BE SPECIFIC) RECYCLING & SEPERATION CENTRE. TRANSFER STN. CONSTRUCTION DEBRIS; METAL RECOVERY and CONTAINER STORAGE NUMBER OF DWELLING UNITS 1

PRESENT USE (BE SPECIFIC) TRUCKING YARD - SALVAGE, CONTAINER STORAGE NUMBER OF DWELLING UNITS 1

EXISTING BUILDING [X]
PROPOSED BUILDING [ ]
VACANT LAND [ ]
SURVEYS (2) YES [ ]
ATTACHED? NO [X]

INFORMATION REQUESTED BY AND ADDRESS TO WHICH CERTIFICATE SHALL BE RETURNED →

SIGNATURE [signature]
NAME PASQUALE CICCAGLIONE
ADDRESS 40 HONEYWELL DR S/C
STONEY CREEK ONT. L8E-1L9
DATE JAN. 30/91
Please CALL 573-0774.

NOTE: FOR BUILDING LOCATION EXAMINATION INCLUDE TWO (2) ORIGINAL SURVEY PLANS.

BELOW THIS LINE FOR BUILDING DEPARTMENT USE ONLY

FROM THE RECORDS ON FILE IN THE DEPARTMENT OF BUILDINGS ON THIS DATE, THIS PROPERTY IS LOCATED IN A XX DISTRICT.

SEE SECTION 17A OF ZONING BYLAW 6593 AS AMENDED BY BYLAW No. –

AND COMMITTEE ADJUSTMENT No. – DISTRICT MAP No. E-113

THE PROPOSED USE: IS PERMITTED [X] IS NOT PERMITTED [ ] IS A LEGALLY ESTABLISHED NON CONFORMING USE [ ]

THIS PROPERTY IS SUBJECT TO SITE PLAN CONTROL BYLAW NO. 79 275. YES [ ] NO [X]

COMMENTS Subject to any applicable licences.

IMPORTANT: – THIS IS A ZONING VERIFICATION ONLY.
THIS CERTIFICATE DOES NOT INDICATE THAT AN EXISTING BUILDING OR ITS USE CONFORMS WITH THE REQUIREMENTS OF APPLICABLE BYLAWS, AND REGULATIONS, NOR THAT A LICENCE WILL BE ISSUED IF REQUIRED, NOR THAT THE ZONING WILL NOT BE CHANGED AFTER THE DATE OF ISSUANCE. COPIES OF THE CITY BYLAWS MAY BE OBTAINED FROM THE CITY CLERK.

THIS CERTIFICATE IS ISSUED WITHOUT LIABILITY ON THE PART OF THE CITY OR ITS OFFICIALS.

ZV No. 60642

ZONING VERIFICATION CERTIFICATE ISSUED BY
B.S./Ben King/gs
BUILDING COMMISSIONER

FEE $ 35.00

DATE Feb. 7/91

FORM No. 200

FILE COPY

MEMORANDUM

****

TO: V. Terluk
Manager of Solid Waste Operations
Department of Engineering

YOUR FILE: E308-01

FROM: P. Dunn
Environmental Control Officer
Department of Engineering

OUR FILE:
PHONE: (416) 546-4484

SUBJECT: Pat's Disposal Services Ltd.
Application for a Certificate of Approval
for a Waste Disposal Site (Processing)
306 Lake Avenue North, Hamilton, Ontario

DATE: 1991 October 21

Concerning your memo of October 8, 1991 the above property was inspected on October 17, 1991 and the following are our recommendations:

1. That the discharge from the sediment trap will most likely meet Sewer-Use By-law Criteria and could be allowed into the sewer system.

2. That a connection to the sanitary sewer would be allowed provided that a sampling manhole be provided at a point after the last connection between the sediment trap and the property line as outlined in the Sewer Use By-Law No.R89-049 and that all the necessary permits are obtained.

If you have any further questions call the Sewer Use Control Section at 545-0804.

dm

cc: Diego Ciccaglione
Pat's Disposal Service

THE CORPORATION OF THE CITY OF HAMILTON
City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4

October 21,1991

TO: Mr. Val Terluk
Solid Waste Operations
Engineering Dept.

From: Frank Westaway
City Noise Control Officer

Subject: Pat's Disposal Services Ltd.
Application for a Certificate of Approval
for a Waste Disposal Site (Processing)
306 Lake Ave North, Hamilton, Ontario

As per your request I have reviewed the above noted proposal submitted by Mr. Pasquale Ciccaglione of Pat's Disposal. It appears that the surrounding properties that would subject to the noise created by the company this that of Commercial or Industrial zoning.

I would suggest, however that a noise assessment be submitted to the Ministy of the Environment for review and comments. This assessment is to be provided by the applicant indicating if the processing of waste material requires specific equipment such as hoppers, shakers, strippers or some type of bag house for collection of debris.

Should you require further assistance please contact me at my office.

Frank Westaway
City Noise Control Officer

THE CORPORATION OF THE CITY OF HAMILTON
City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4

TRAFFIC DEPARTMENT

Fax No. (416) 546-2419
Tel No. (416) 546-4510
TDD No. (416) 546-2448

1991 October 21

Val Terluk
Manager, Solid Waste Operations
Engineering Department

Re: Pat's Disposal Services Ltd., 306 Lake Avenue North

Dear Sir:

In response to your letter of 1991 October 08, please be advised that we have reviewed the application for the waste disposal site for 306 Lake Avenue North and have no concerns.

Yours truly,

Murray F. Main, P. Eng.
Director of Traffic Services

RK/ES/lem

COPY
MINISTRY OF THE ENVIRONMENT
WEST CENTRAL REGION

July 10, 1991

Mr. Pasquale Ciccaglione
President
Pat's Disposal Service Limited
40 Honeywell Drive
Hamilton, Ontario
L8E 1L9

Dear Mr. Ciccaglione:

RE: Pat's Disposal Services Limited Application for A Waste Disposal Site (Processing)

Further to your application for a Certificate of Approval for a Waste Disposal Site (Processing) dated February 20, 1991, please provide the following additional information required to fully evaluate your application.

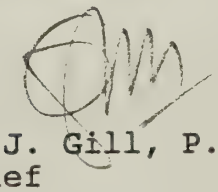
1. A list of recycling facilities that will be utilized by Pat's Disposal Services Limited for waste that is diverted from landfilling.

2. A plan of action to be implemented to ensure that only waste generated in the Regional Municipality of Hamilton-Wentworth is disposed of at the Regional Municipality of Hamilton-Wentworth Kenora Avenue Transfer Station.

3. A list of disposal sites to be utilized for final disposal of wastes that cannot be recycled and waste that is generated outside the Regional Municipality of Hamilton-Wentworth.

Should you have any further questions, your may contact Anne Dykes at 521-7640.

Yours truly,



E. J. Gill, P. Eng.
Chief
Approvals and Planning

cc: Val Turlek, Regional Municipality of Hamilton-Wentworth
John Vogt, District Officer, Hamilton District Office

AD/cc
AD-09

PDS PAT'S DISPOSAL SERVICE Ltd.

40 Honeywell Drive, Hamilton, Ontario L8E 1L9

Tel: (416) 573-0774
Fax: (416) 560-2092

July 31, 1991

E.J. Gill, P.Eng.
Chief, Approvals and Planning,
West Central Region,
Ministry of the Environment
119 King St. W., 12th Flr., Box 2112
Hamilton, ON
L8N 3Z9

Dear Mr. Gill:

Re: Pat's Disposal Services Limited Application for a
Waste Disposal Site (Processing)

Further to your letter of July 10, 1991, the following information is provided as requested.

1) **Recycling facilities that will be utilized by Pat's Disposal Services Limited for waste that is diverted from landfilling.**

All recycling facilities in the province of Ontario that are approved by the Ministry of the Environment, including, but not limited to:

- Laidlaw Waste Systems
  30 Landsdowne Ave.
  Hamilton, ON
- Nelson Aggregate Co.
  #2 Sideroad
  Burlington, ON
- Plastigrind Inc.
  15 Biggar Ave.
  Hamilton, ON
- New West Gypsum Inc.
  2182 Wyecroft Rd.
  Oakville, ON
- R & T Recyclers Technology
  20 Warrington St.
  Hamilton, ON
- Posner Metal Ltd.
  600 Beach Rd.
  Hamilton, ON
- Consumers Glass
  Chapple St.
  Hamilton, ON

.../2

PDS PAT'S DISPOSAL SERVICE LTD.

40 Honeywell Drive, Hamilton, Ontario L8E 1L9

Tel: (416) 573-0774
Fax: (416) 560-2092

2) **Designated container(s) will be used on the approved site exclusively for waste that is generated in the Regional Municipality of Hamilton-Wentworth that can be disposed of at the Regional Municipality of Hamilton-Wentworth Kenora Avenue Transfer Station.**

3) **Disposal sites to be utilized for final disposal of waste that cannot be recycled and waste that is generated outside the Regional Municipality of Hamilton-Wentworth.**

All solid non-hazardous waste disposal sites in the province of Ontario that are approved by the Ministry of the Environment, including, but not limited to:

- Biggars Lane Landfill Site
  Brantford Township Municipality
  Brantford, ON
- Tom Howe Landfill
  Nanacoke, ON
- Township of Puslinch Landfill Site
  R.R. #3
  Guelph, ON
- City of Niagara Falls
  Mountain Road Landfill Site
- Corporation of the City of Brantford
  Landfill Site
  Brantford, ON
- Norjohn Transfer Station
  Oakville, ON
- Town of Paris Landfill Site
  66 Grand River St. North
  Paris, ON
- Niagara Waste Systems Limited
  Thorold, ON
- Brittania Landfill Site
  Region of Peel
  Hamilton, ON

We hope that this information will be sufficient to fully evaluate our application and we look forward to receiving approval very soon.

Very truly yours,

PAT'S DISPOSAL SERVICE LTD.

P. Ciccaglione

Pasquale Ciccaglione
President

c.c.: Ms. Anne Zybura

3.3

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 December 27
T104-92 Geoff Aston

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: E.M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT: 1992/1996 CAPITAL BUDGET
TRANSPORTATION SERVICES

RECOMMENDATION:

That the attached submission forms be approved for inclusion in the 1992-1996 City of Hamilton Capital Budget and be forwarded to the Finance and Administration.

E.M. Gill, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The attached Capital Budget Submission Forms indicate the proposed Capital Budget Programme for 1992-1996 for Transportation Services. All cost indicated are gross costs, exclusive of subsidy, etc. Unless otherwise indicated, all 1992 gross costs are those approved in the 1991 Capital Budget.

Cont'd...

1992/1996 CAPITAL BUDGET
TRANSPORTATION SERVICES

cont'd

An amount of $1,100.00 has been allocated in 1992 to the Provision of City's Share of Services programme. This allowance is to pay for servicing costs adjacent to City owned lands, oversize roads and recovery items associated with subdivisions. Refer to the attached sheets for 1993-1996 estimates.

GA/cb

cc: E.C. Matthews, City Treasurer
cc: R.J. Whynott, Regional Chairman
cc: M. Carson, C.A.O.
cc: J. Thompson, Secretary
cc: Finance and Adminstration Committee

City of Hamilton

PROJECT NUMBER _____

1992-1996 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Engineering
2. PROJECT NAME: 1992- City's share of services through unsubdivided lands.
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:

   Financing of the City's share for municipal services within residential subdivision developments.

4. (a) PROJECT STARTING (Year of O.M.B. approval) DATE (MONTH-YEAR): 1992
   (b) PROJECT FINISHING DATE (MONTH-YEAR): 1992

5. (a) GROSS COST OF PROJECT IN YEAR-OF-START DOLLARS: $ 1,100,000
   (b) LESS SUBSIDIES AND OTHER RECEIPTS: $ -
   (c) NET CITY'S COST: $ 1,100,000
   (d) ANNUAL CAPITAL FINANCING COST: $ _____
   (e) TOTAL CARRYING COST OF RETIRING DEBT: $ _____
   (f) NATURE OF FINANCING: _____

6. (a) YEAR OF EXPENDITURE
   - 1992 $ 1,100,000
   - 1993 $ _____
   - 1994 $ _____
   - 1995 $ _____
   - 1996 $ _____
   - 1997 & after $ _____

7. ADDITIONAL JOBS TO BE CREATED BY THE PROJECT: NIL

8. ADDITIONAL ANNUAL OPERATING COST: $ NIL
9. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:

   Slowdown in subdivision development would occur in the short run.

10. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

    No ☐ Yes ☒ - AT CITY'S COST OF $ 1,100,000
    - SCHEDULED TO START IN THE YEAR 1992

Ted Cain
Signature of Department Head/Local Board Manager (for Standing Committee)

Oct 23/91
Date

_____
Signature of C.A.O. (for Finance & Administration Committee)

_____
Date

Rev. 91/09/10

City of Hamilton

PROJECT NUMBER _____

1992-1996 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Engineering
2. PROJECT NAME: 1993-1996 City's share of services through unsubdivided lands.
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:

   Financing of the City's share for municipal services within residential subdivision developments.

4. (a) PROJECT STARTING (Year of O.M.B. approval) DATE (MONTH-YEAR): 1993
   (b) PROJECT FINISHING DATE (MONTH-YEAR): 1996

5. (a) GROSS COST OF PROJECT IN YEAR-OF-START DOLLARS: $ 6,901,000
   (b) LESS SUBSIDIES AND OTHER RECEIPTS: $ _____
   (c) NET CITY'S COST: $ 6,901,000
   (d) ANNUAL CAPITAL FINANCING COST: $ _____
   (e) TOTAL CARRYING COST OF RETIRING DEBT: $ _____
   (f) NATURE OF FINANCING: _____

6. (a) YEAR OF EXPENDITURE
   - 1992 $ _____
   - 1993 $ 1,200,000
   - 1994 $ 1,550,000
   - 1995 $ 1,900,000
   - 1996 $ 2,251,000
   - 1997 & after $ _____

7. ADDITIONAL JOBS TO BE CREATED BY THE PROJECT: _____

8. ADDITIONAL ANNUAL OPERATING COST: $ _____

9. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:

   Slow down in subdivision development would occur in the short run.

10. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

    No ☐ Yes ☒
    - AT CITY'S COST OF $ 6,772,000
    - SCHEDULED TO START IN THE YEAR 1993

Ted Gum

Signature of Department Head/Local Board Manager (for Standing Committee)

Oct 23/91

Date

Signature of C.A.O. (for Finance & Administration Committee)

Date

Rev. 91/09/10

City of Hamilton

PROJECT NUMBER _____

FUTURE CAPITAL PROJECT
SCHEDULED TO BE STARTED 1997-2001

1. DEPARTMENT/LOCAL BOARD: Engineering
2. PROJECT NAME: 1997-2001 City's share of services through Unsubdivided lands.
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   Financing of the City's share of municipal services within residential subdivision developments.

4. (a) PROJECT STARTING (Year of O.M.B. approval) DATE (MONTH-YEAR): 1997
   (b) PROJECT FINISHING DATE (MONTH-YEAR): 2001

5. (a) GROSS COST OF PROJECT IN YEAR-OF-START DOLLARS: $ 13,736,000
   (b) LESS SUBSIDIES AND OTHER RECEIPTS (Specify) $ -
   (c) NET CITY'S COST: $ 13,736,000
   (d) ANNUAL CAPITAL FINANCING COST: $ _____
   (e) TOTAL CARRYING COST OF RETIRING DEBT: $ _____
   (f) NATURE OF FINANCING: _____

6. (a) YEAR OF EXPENDITURE
   - 1997 $ 2,409,000
   - 1998 $ 2,577,000
   - 1999 $ 2,758,000
   - 2000 $ 2,923,000
   - 2001 $ 3,069,000
   - 2002 & after $ _____

7. ADDITIONAL JOBS TO BE CREATED BY THE PROJECT: -

8. ADDITIONAL ANNUAL OPERATING COST: $ -
9. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
   Slowdown in subdivision development would occur in the short run.

10. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

    No ☐ Yes ☒ - AT CITY'S COST OF $ 10,667,000
    - SCHEDULED TO START IN THE YEAR 1997

Ted Cain
Signature of Department Head/Local Board Manager (for Standing Committee)

Oct 23/91
Date

_____
Signature of C.A.O. (for Finance & Administration Committee)

_____
Date

Rev. 91/09/10

City of Hamilton

PROJECT NUMBER _____

1992-1996 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Engineering
2. PROJECT NAME: Replacement of Valley Inn Road Bridge
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:

   Replacement of the Valley Inn Bailey Bridge which was placed temporarily over Grindstone Creek.

4. (a) PROJECT STARTING (Year of O.M.B. approval) DATE (MONTH-YEAR): 1995
   (b) PROJECT FINISHING DATE (MONTH-YEAR): 1995

5. (a) GROSS COST OF PROJECT IN YEAR-OF-START DOLLARS: $ 691,000
   (b) LESS SUBSIDIES AND OTHER RECEIPTS: $ ~~319,000~~ Subsidy ~~186,000~~ Burlington
   (c) NET CITY'S COST: $ 186,000
   (d) ANNUAL CAPITAL FINANCING COST: $ _____
   (e) TOTAL CARRYING COST OF RETIRING DEBT: $ _____
   (f) NATURE OF FINANCING: _____

6. (a) YEAR OF EXPENDITURE
   - 1992 $ _____
   - 1993 $ _____
   - 1994 $ _____
   - 1995 $ 186,000
   - 1996 $ _____
   - 1997 & after $ _____

7. ADDITIONAL JOBS TO BE CREATED BY THE PROJECT: -

8. ADDITIONAL ANNUAL OPERATING COST: $ -

9. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:

   The wooden deck and steel parts are hard to replace.
   The Bridge has one lane only and a load restriction.
   Foundations are in bad condition.

10. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

    No [X] Yes [ ] - AT CITY'S COST OF $_____
    - SCHEDULED TO START IN THE YEAR _____

Ted Lim

Signature of Department Head/Local Board Manager (for Standing Committee)

Signature of C.A.O. (for Finance & Administration Committee)

Oct 23/91

Date

Date

Rev. 91/09/10

4.1

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 November 27

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Napier Street between Ray Street North and Queen Street North - Parking Regulations. [TEC-248-91]

RECOMMENDATION:

a) That a "Two Hour Parking Time Limit, 24 hours a day, 7 days a week" regulation be implemented on the south side of Napier Street between Queen Street North and Ray Street North; and

b) That the existing "No Parking" regulation on the south side of Napier Street commencing at Queen Street North and extending to a point 350 feet westerly therefrom, be rescinded; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $24.00 per year charge for each parking permit will off-set the cost to some degree.

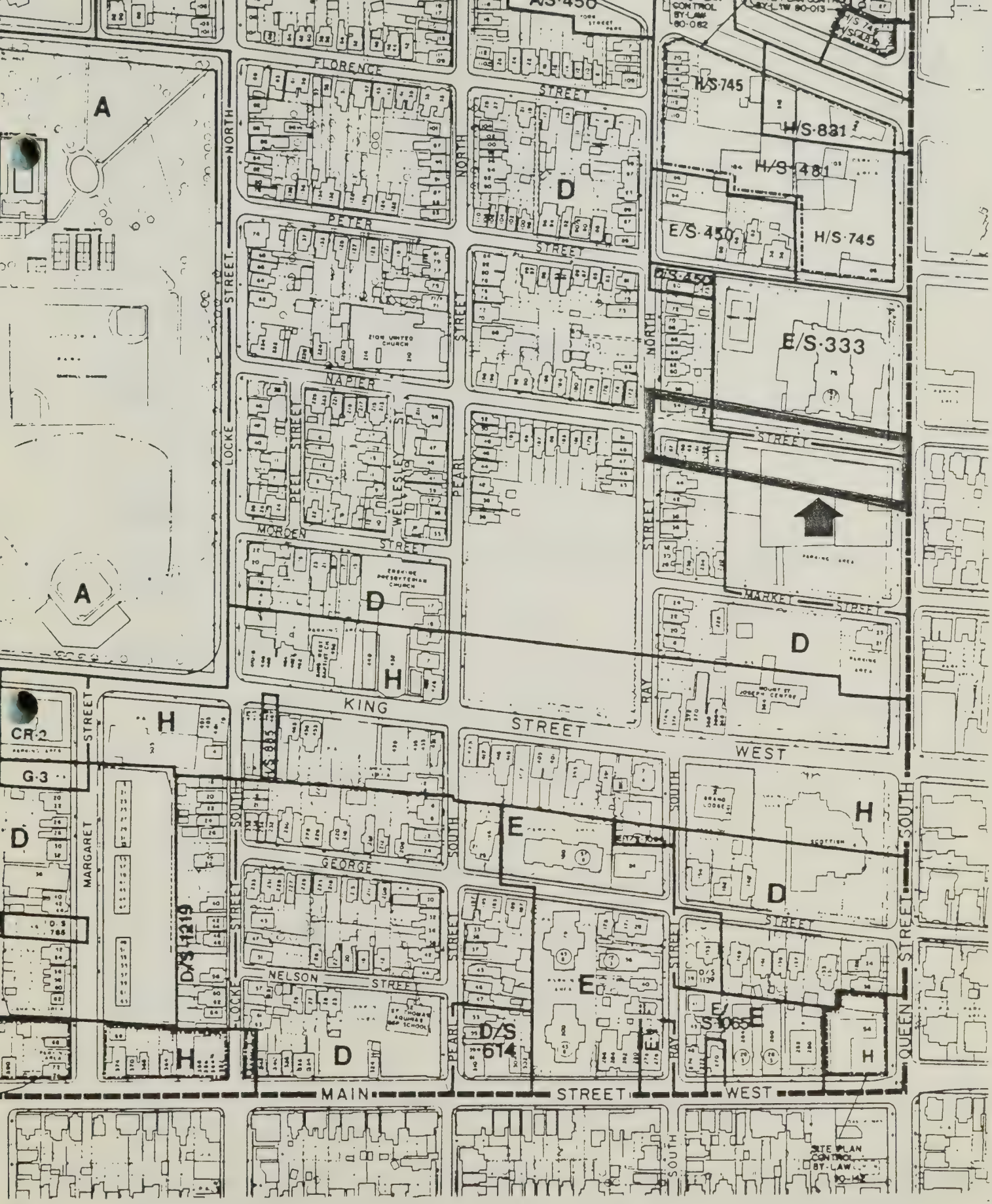
BACKGROUND:

The Traffic Department has received a petition signed by representatives of seven of the eight one, two and three family dwellings abutting Napier between Ray and Queen requesting that a "Two Hour Parking Time Limit, 24 hours a day, 7 days a week" regulation be implemented on both sides of the street is in this block

Napier has a 24 foot pavement width and presently, parking is prohibited on both sides of the street except for six unrestricted free parking spaces on the south side of the street immediately east of Ray. The "No Parking regulation on the south side of the street on the east half of the block provided a clearance for trucks turning into and out of the adjacent property. However, this building is now being converted to apartments. Therefore, the Traffic Department would not object to allowing parking on the south side in the easterly half of the block.

The Traffic Department does not support allowing parking on both sides of this narrow street since it would obstruct driveway movements and traffic flow. However, time limit parking could be allowed on the entire south side of the street in this area.

The residents had concerns of long-term parking by non-residents employed in the downtown area. The implementation of the requested regulation would eliminate long-term non-resident parking and area residents would be entitled to purchase permits at a cost of $24.00 per year per permit which would exempt their vehicles from the signed parking time limit. Therefore, since 88 percent of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request for a parking time limit on the south side of the street only.


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PETER
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AVENUE
PEARL
STREET
NORTH
RAY
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MARKET
STREET
QUEEN
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SOUTH
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E
CR-2
G-3
D/S-885
D/S-1219
D/S-614
H/S-745
H/S-831
H/S-481
E/S-450
E/S-333
E/S-1065
SITE PLAN CONTROL BY-LAW 80-013
SITE PLAN CONTROL BY-LAW 80-082

4.2

CITY OF HAMILTON

- RECOMMENDATION -

NOV 0 8 1991

DATE: 1991 October 25

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Congress Crescent and Rouge Hill Court - Intersection Control. [TEC-249-91]

RECOMMENDATION:

a) That northbound traffic on Rouge Hill Court be required to stop for eastbound and westbound traffic on Congress Crescent; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

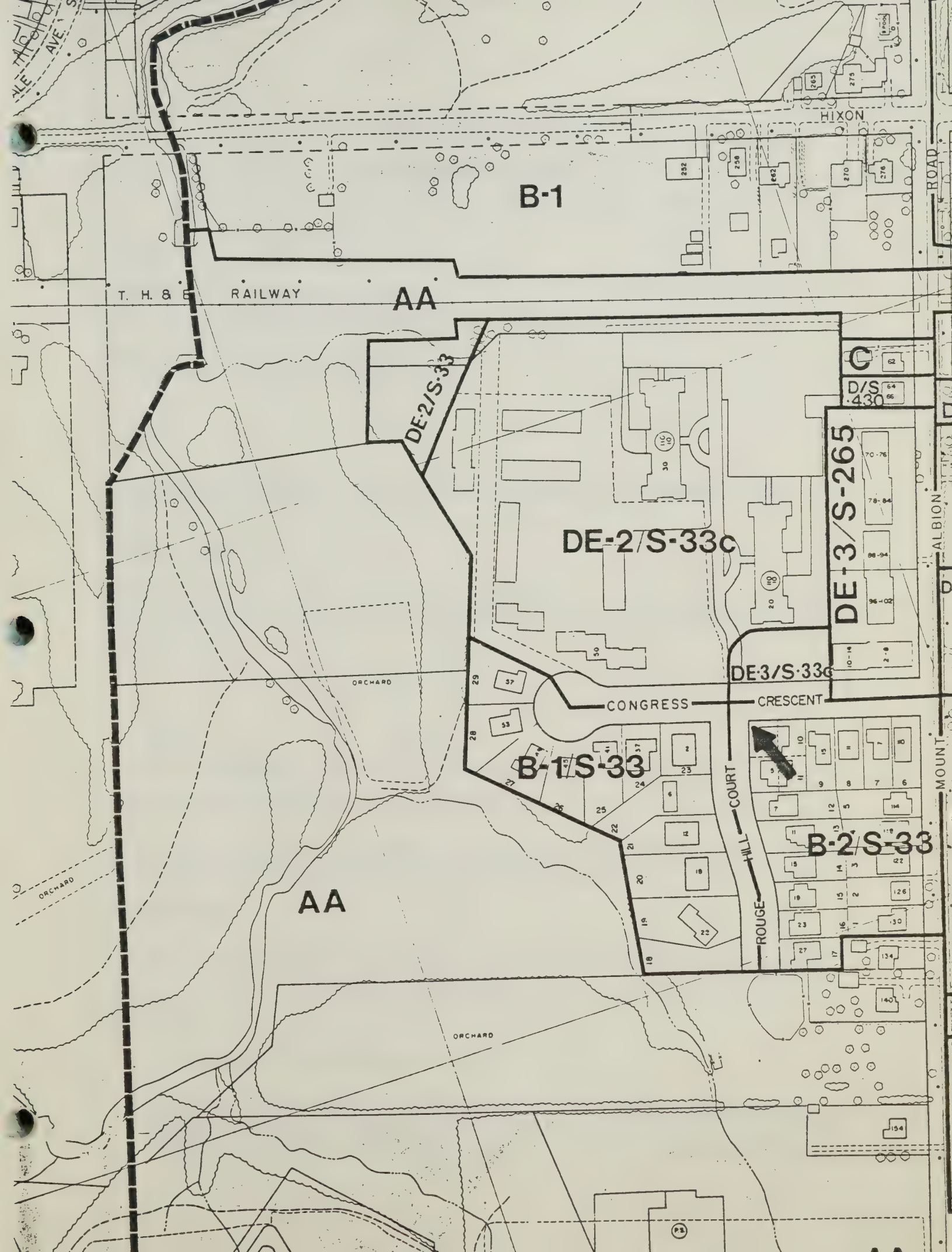
Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Dominic Agostino has advised of a request that three-way stop control be implemented at the intersection of Congress and Rouge Hill.

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. Traffic Department records indicate that there has been only one reported collision at this intersection in the past seven years. This is a good collision record for this type of intersection.

The Traffic Department utilizes certain criteria to determine when all-direction stop control is required at an intersection. It is concluded that none of the criteria respecting the use of all-direction stop control are met at this intersection at this time. However, as a safety measure related to the right-of-way at this intersection, the Traffic Department would not object to erecting a stop sign on the stem of this "T" type intersection, such that northbound traffic on Rouge Hill would be required to stop for eastbound and westbound traffic on Congress.


B-1
HIXON
ROAD
T. H. & B. RAILWAY
AA
DE-2/S-33
C
D/S 430
DE-2/S-33c
DE-3/S-265
ALBION
DE-3/S-33c
CONGRESS
CRESCENT
B-1/S-33
HILL
COURT
ROUGE
B-2/S-33
MOUNT
ORCHARD
AA
ORCHARD
ORCHARD

4.3

CITY OF HAMILTON

- RECOMMENDATION -

NOV 0 8 19

DATE: 1991 October 22

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersections of Dundonald and Rosedale and Dundonald and Cochrane - Intersection Control (TEC-255-91)

RECOMMENDATION:

That no action be taken on the request to implement four-way stop control at the intersections of Dundonald Avenue and Rosedale Avenue or Dundonald Avenue and Cochrane Road.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The erection of unwarranted stop signs at locations such as this would result in increased motor vehicle operating costs in the order of $10,000.00 per year.

BACKGROUND:

Alderman Dominic Agostino has advised of requests that four-way stop control be implemented at the intersections of Dundonald and Rosedale and Dundonald and Cochrane. No specific concerns were mentioned with regard to the operation of these intersections.

1. **Intersection of Dundonald and Rosedale**

The subject intersection is a four-leg intersection, and presently, eastbound and westbound traffic on Dundonald is required to stop for northbound and southbound traffic on Rosedale. Traffic Department records indicate that the intersection has

experienced an average of only 0.33 collisions per year over the past nine years. This is a good collision record for this type of intersection.

Presently, traffic on Rosedale is required to stop at three of the six intersections between Lawrence and Greenhill, a distance of approximately 1.0 kilometre. The Traffic Department would consider an additional stop on this short section of street to be over-restrictive and unnecessary.

Traffic authorities are in agreement that stop signs should not be used for the purpose of speed control. Research has shown that stop signs are not effective in controlling the speed of traffic and that the area of influence is only approximately 100 feet each way from the intersection. It has been observed that some motorists who are required to stop by what they consider to be an unreasonable stop sign, then accelerate to an even higher rate of speed to "make up for lost time". Traffic engineering authorities are in agreement that this is an improper use of a stop sign, which is ineffective and which creates disrespect for the device.

There are significant harmful environmental affects associated with stop signs. If a thousand cars halt at a stop sign every day, over the course of a year, almost 14,000 litres more gasoline is burned than if no sign was at the corner. Also, unwarranted stop signs result in increased motor vehicle operating costs in the order of $10,000 per year.

The Traffic Department utilizes certain criteria to determine when all-direction stop control is required at an intersection because of the large number of requests for this type of device. The criteria are related to the proximity to the front door of a school, the classification of the intersecting streets, the past collision record and to severe visibility obstructions which make it necessary for all vehicles to stop. None of the criteria are met at this intersection at this time.

For the above-noted reasons, the Traffic Department does not support the request for four-way stop control at Dundonald and Rosedale at this time.

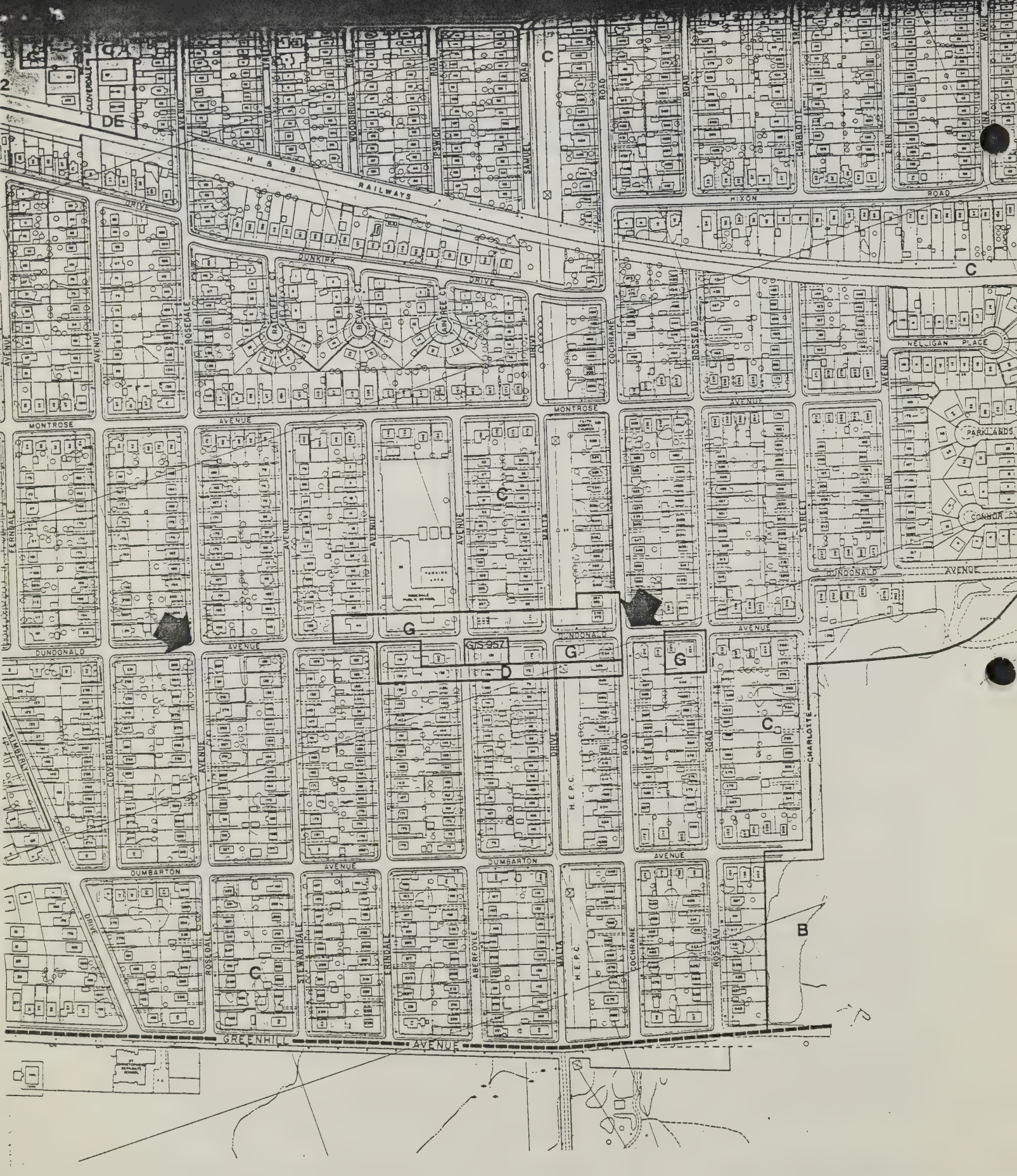
2. **Intersection Dundonald and Cochrane**

The subject intersection is a four-leg intersection, and presently, northbound and southbound traffic on Cochrane is required to stop for eastbound and westbound traffic on Dundonald. Traffic Department records indicate that there has been only one reported collision at this intersection in the past eight years. This is a good collision record for this type of intersection.

Presently, eastbound and westbound traffic on Dundonald is required to stop or yield at six of the eleven intersections between Kimberly and Charlotte, a distance of approximately 2300 feet. The Traffic Department would consider an additional stop on this short street to be over-restrictive and unnecessary.

As stated previously, there are environmental factors to be considered and also the Traffic Department utilizes certain criteria to determine when all-direction stop control is required at an intersection. The Traffic Department has concluded that

the intersection of Dundonald and Cochrane does not meet any of the criteria respecting the use of all-direction stop control, and therefore does not support the request for four-way stop control at this intersection at this time.


H & B RAILWAYS
DUNKIRK DRIVE
MONTROSE AVENUE
DUNDONALD AVENUE
DUMBARTON AVENUE
GREENHILL AVENUE
MIXON ROAD
NELLIGAN PLACE
PARKLANDS
CONNOR
ROSEDALE AVENUE
STEWARTDALE AVENUE
ERINDALE AVENUE
ABERFOYLE AVENUE
MALTA DRIVE
COCHRANE ROAD
ROSSEAU ROAD
CHARLOTTE STREET
ERIN STREET
H.E.P.C.
GIS 957
C
D
G
B

4.4

CITY OF HAMILTON

NOV 0 8 1991

- RECOMMENDATION -

DATE: 1991 November 8

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Bowman Street and Sussex Street - Intersection Control
[TEC-272-91]

RECOMMENDATION:

That no action be taken on the request to implement three-way stop control at the intersection of Bowman Street and Sussex Street.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The installation of unwarranted stop signs at locations such as this would result in increased motor vehicle operating costs in the order of $10,000.00 per year.

BACKGROUND:

Alderman Terry Cooke has advised of a request from Mr. Charles Scime, 64 Bowman Street, that three-way stop control be implemented at the intersection of Bowman and Sussex.

The subject intersection is a "T" type intersection, and presently, eastbound traffic on Sussex is required to stop for northbound and southbound traffic on Bowman. Traffic Department records indicate that there have been no reported collisions at this intersection in the past eight years. Thus, the intersection is operating extremely safely and three-way stop control could not improve upon this perfect collision record.

Experience has shown that the installation of one or two stop signs on a particular section of street has no effect on the speed or volume of traffic on that particular street. Traffic authorities are in agreement that stop signs should not be used for the purpose of speed control. Research has shown that stop signs are not effective in controlling the speed of traffic and that the area of influence is only approximately 100 feet each way from the

intersection. It has been observed that some motorists who are required to stop by what they consider to be an unreasonable stop sign, then accelerate to an even higher rate of speed to "make up for lost time". Traffic engineering authorities are in agreement that this is an improper use of stop signs, which is ineffective and which creates disrespect of the device.

Experience with attempting to stop motorists on the through roadway at a "T" type intersection has not been favourable. Motorists apparently do not expect to have to stop at this type of location and are not looking for stop signs, and the violation rate has been found to be relatively high. Thus, the erection of stop signs on Bowman at Sussex could lead to a more serious condition, if pedestrians crossing the street expect the motorist to come to a stop, and the motorist, for whatever reason, fails to stop for the stop sign.

The Traffic Department utilizes certain criteria to determine when all-direction stop control is required at an intersection because of the large number of requests for this type of device. The criteria area related to the proximity to the front door of a school, the classification of the intersecting streets, the past collision record and to severe visibility obstructions which make it necessary for all vehicles to stop. None of the criteria are met at this intersection at this time.

For the above reasons, the Traffic Department does not support the request for three-way stop control at the intersection of Bowman and Sussex.


H
H
H/S·74
DE
C
J
J
G
A
C
C/S·654
DE·3
S·981
C/S·713
C/S·720
C/S·815
NORFOLK STREET SOUTH
LELAND STREET
SUSSEX STREET
MAPES AVENUE
AYLETT ST
EMERSON STREET
BROADWAY
SUSSEX STREET
AVENUE
BOWMAN STREET
WESTWOOD AVENUE
WINSTON AVENUE
ROYAL AVENUE
WARD AVENUE
BAXTER STREET
T.H.&B. RAILWAY
STROUD ROAD
WINSTON PLACE
WILMONT COURT
DELBROOK COURT
WHITNEY AVENUE
WILLOWCREST STREET
H.E.P.C.
720

4.5

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 December 27

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Herkimer Street and Kent Street - Intersection Control. [TEC-285-91]

RECOMMENDATION:

That three-way stop control not be implemented at the intersection of Herkimer Street and Kent Street.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The installation of unwarranted stop signs at locations such as this would result in increased motor vehicle operating costs in the order of $10,000.00 per year.

BACKGROUND:

Alderman Terry Cooke has advised of a request from Mr. Frank Coruzzi, that all-way stop control be implemented at the intersection of Herkimer and Kent.

The subject intersection is a four-leg intersection, and presently, northbound and southbound traffic on Kent is required to stop for eastbound traffic on Herkimer, which is a one-way street. Traffic Department records indicate that the intersection has experienced

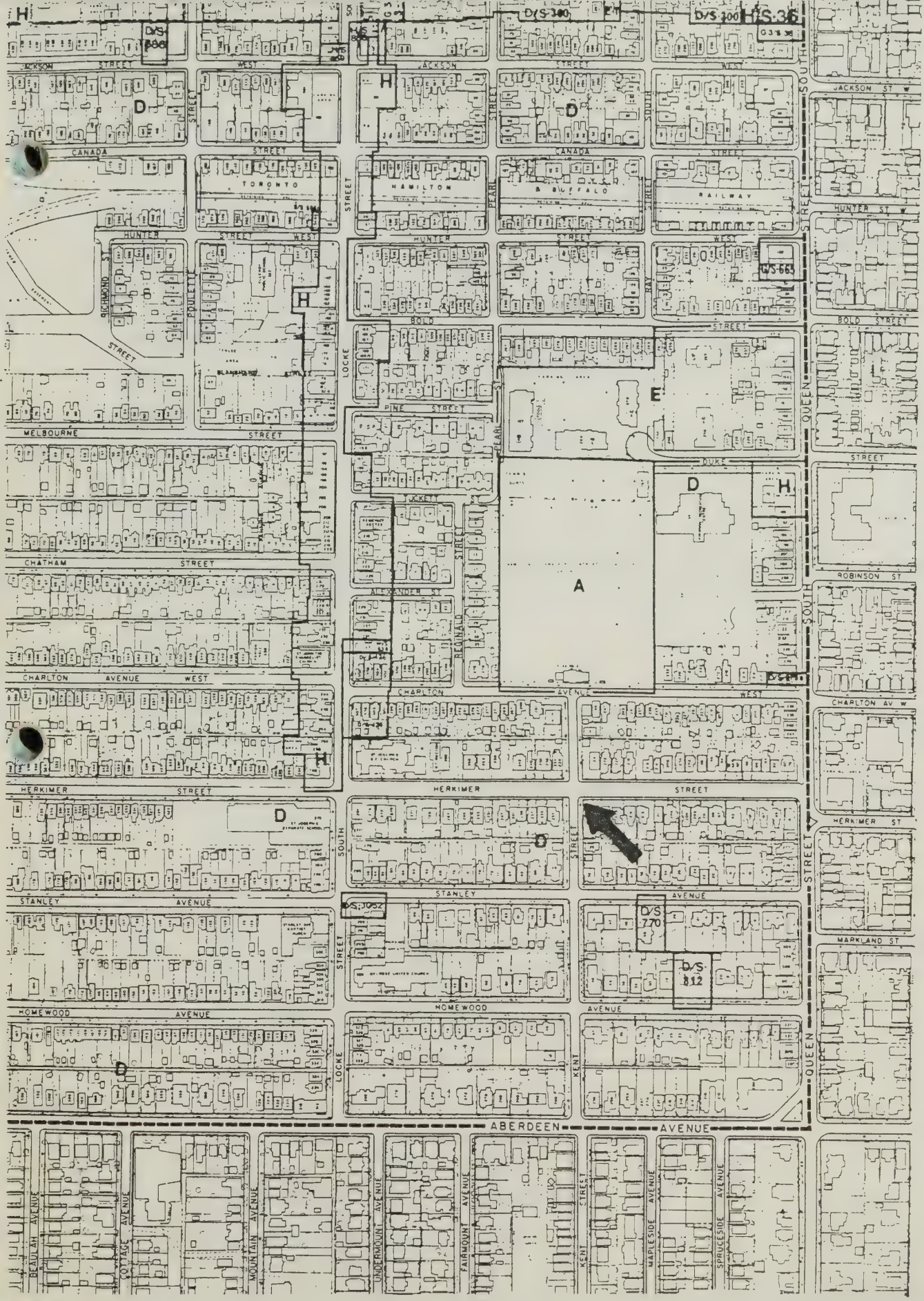
an average of one collision per year over the past eight years. This is a reasonably good collision record of this type of intersection.

Experience has shown that the installation of one or two stop signs on a particular section of street has no effect on the speed or volume of traffic on that particular street. Traffic authorities are in agreement that stop signs should not be used for the purpose of speed control. Research has shown that stop signs are not effective in controlling the speed of traffic and that the area of influence is only approximately 100 feet each way from the intersection. It has been observed that some motorists who are required to stop by what they consider to be an unreasonable stop sign, then accelerate to an even higher rate of speed to "make up for lost time". Traffic engineering authorities are in agreement that this is an improper use of a stop sign, which is ineffective and which creates disrespect for the device, and which is resulting in ever poorer compliance by motorists.

Research has determined that a vehicle which comes to a stop at a stop sign from a speed of 50 km/hr, and then accelerates to a speed of 50 km/hr, consumes approximately 0.037 extra litres of gasoline. At a typical local street intersection, this results in the consumption of 13,500 extra litres of gasoline per year which results in the discharge of approximately 35 tonnes of nitrogen oxides, carbon monoxide, carbon dioxide, hydro carbons and suspended particulates to the environment each year, thus accelerating the green house effect.

The Traffic Department utilizes certain criteria to determine when all-direction stop control is required at an intersection because of the large number of requests for this type of device. The criteria are related to the proximity to the front door of a school, the classification of the intersecting streets, the past collision record and to severe visibility obstructions which make it necessary for all vehicles to stop. None of the criteria are met at this intersection at this time.

For the above-noted reasons, the Traffic Department does not support the request for three-way stop control at Herkimer and Kent.



135	127	21
136	92	41
26	93	41

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CITY OF HAMILTON

KIRKENDALL NORTH

ZONING

4.6(i)

CITY OF HAMILTON

- RECOMMENDATION -

NOV 0 8 1991

DATE: 1991 November 8

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Easterly intersection of Bendamere Avenue and Columbia Drive - Request for a School Crossing Guard (TEC-260-91)

RECOMMENDATION:

a) That the Traffic Department be directed to paint a crosswalk on the north side of Columbia Drive at Bendamere Avenue; and

b) That a "No Stopping" regulation be implemented on the west side of Columbia Drive, commencing at Bendamere Avenue and extending to a point 76 feet northerly therefrom; and

c) That a School Crossing Guard not be assigned to the easterly intersection of Columbia Drive and Bendamere Avenue; and

d) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The cost to assign a School Crossing Guard to any intersection in the City is approximately $6,000.00 per year. No funds were budgeted in the 1991 Traffic Department budget for additional School Crossing Guards. Sufficient funds are available in the 1991 Traffic

Department operating budget to cover the costs associated with the erection and maintenance of the signs and pavement markings.

BACKGROUND:

The Traffic Department is in receipt of a request from Mr. Frank Pugliese, an area resident, that a School Crossing Guard be assigned to the easterly intersection of Columbia Drive and Bendamere Avenue. The Traffic Department conducted studies at this location on 1991 October 24.

It was observed that during the morning crossing period 16 children crossed Columbia and 3 crossed Bendamere, during the lunch dismissal period 3 crossed Columbia and 1 crossed Bendamere, during the lunch entry period 4 crossed Columbia and 2 crossed Bendamere, while during the evening crossing period 26 children crossed Columbia and 1 child crossed Bendamere. Therefore, during the entire 1 hour and 55 minute study 7 children crossed Bendamere while 49 children crossed Columbia. However, it was observed that 27 of the 49 children who crossed Columbia Drive did so on the north side of the intersection where there is no painted crosswalk. Traffic volumes on Columbia and on Bendamere were approximately 180 vehicles per hour during the morning and evening crossing periods and approximately 100 vehicles per hour during the lunch time crossing periods. These are low traffic volumes.

Presently, this intersection is controlled by a three-way stop. It was observed that children crossing at this location experienced no delays and crossed confidently with the gaps in traffic created by the stop signs. Traffic Department records indicate that there has been one reported motor vehicle collision involving a school aged child at this location in the past five years. This collision involved a young child who ran into the south crosswalk from the west curb and who was struck by an eastbound vehicle that turned right onto Columbia Drive. This child sustained minimal injuries and the Regional Police did not attend the scene. Although this type of collision is extremely regrettable, it is uncertain whether the presence of a School Crossing Guard would have been sufficient to avert the collision.

For the above reasons the Traffic Department recommends that a School Crossing Guard not be assigned to the intersection of Bendamere Avenue and Columbia Drive. However, as a safety measure to advise motorists that pedestrians may be crossing on the north side of the intersection, it is recommended that a crosswalk be painted on the north side of Columbia Drive at Bendamere Avenue. In addition, since parked vehicles on the west side of Columbia Drive, north of Bendamere Avenue, obstruct motorist visibility of children crossing on the north side of the intersection, it is recommended that a 76 foot "No Stopping" corner clearance be implemented on the west side of Columbia Drive, north of Bendamere Avenue. The loss of two legal parking spaces should not adversely affect the one abutting resident since this home has a driveway and a garage and parking would still be permitted on the remainder of the west side of Columbia Drive north of Bendamere Avenue.


DELMAR DRIVE
LAURIER AVENUE
DELMAR CRESCENT
COLUMBIA DRIVE
HUDSON CRESCENT
VERONA PLACE
STACEY AVENUE
LEADALE PLACE
ALGOMA CRESCENT
MARCUS AVENUE
SANATORIUM ROAD
MOHAWK ROAD
WESTWAY PLACE
ATWATER CRESCENT
MARLOWE DRIVE
SILVERCREST DRIVE
MILLBANK PL
H/S-58
C/S-58
C
G
FIFTH STREET WEST
FIFTH STREET

4.6(ii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 November 28

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Kenilworth Avenue and Monterey Avenue - Request for a School Crossing Guard **(TEC-262-91)**

RECOMMENDATION:

a) That a School Crossing Guard not be assigned to the intersection of Kenilworth Avenue and Monterey Avenue; and

b) That the Principal of A.M. Cunningham School be requested to advise parents and students who are presently crossing Kenilworth Avenue at Monterey Avenue, to cross Kenilworth Avenue one block north at Central Avenue, with the School Crossing Guard and traffic signal at this location.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The cost to assign a School Crossing Guard to any intersection in the City is approximately $6,000.00 per year. No funds were budgeted in the 1991 Traffic Department budget for additional School Crossing Guards.

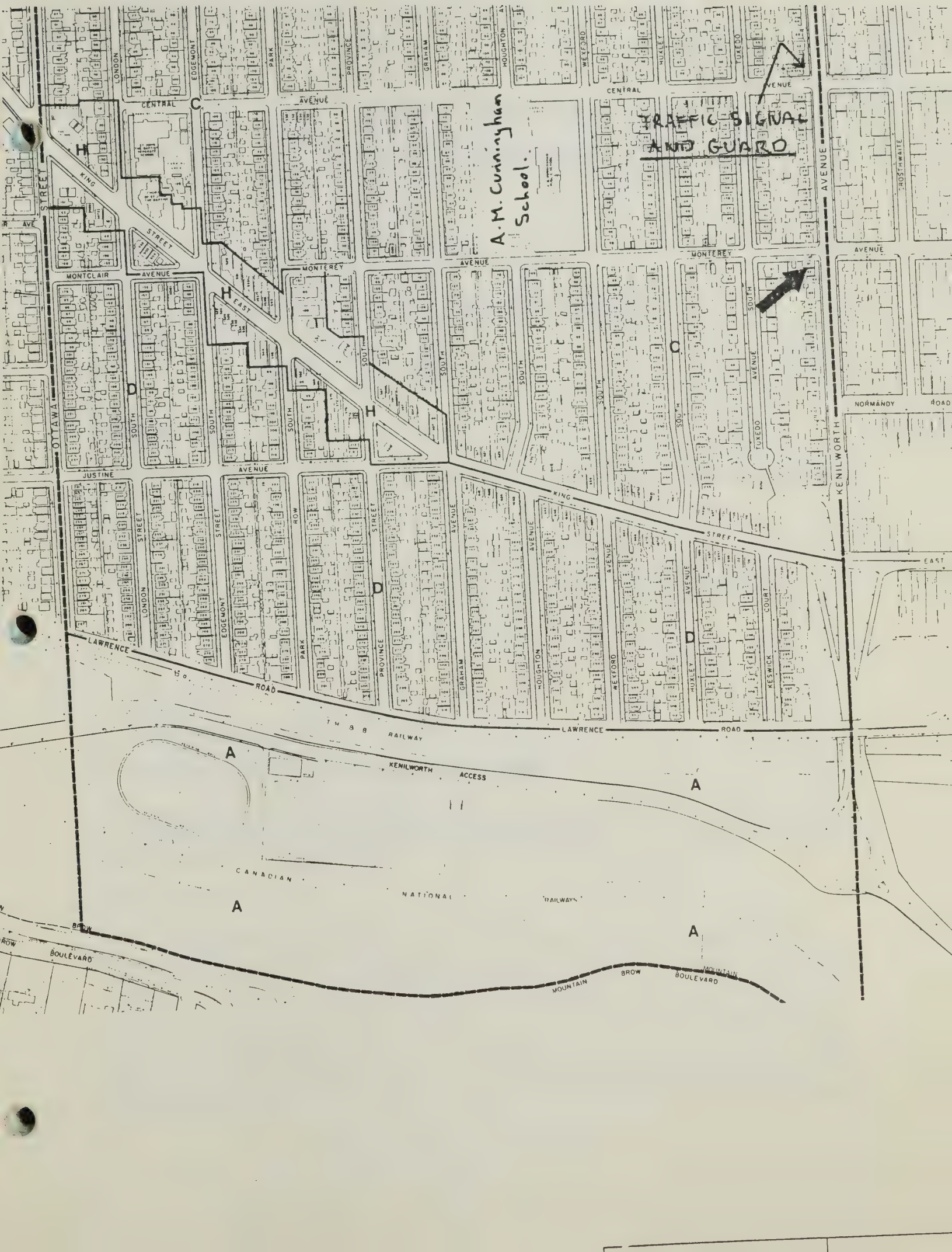
BACKGROUND:

Alderman Dave Wilson has advised the Traffic Department of a request for a School Crossing Guard at the intersection of Kenilworth Avenue and Monterey Avenue. The Traffic Department conducted studies at this location on 1991 October 18.

It was observed that during the morning crossing period 6 children crossed Kenilworth Avenue and 3 crossed Monterey Avenue, during the lunch dismissal period no children were observed to cross at the intersection, during the lunch entry period 1 child crossed

Kenilworth Avenue, and during the evening dismissal period 5 children crossed Kenilworth while 4 children crossed Monterey. Therefore, during the entire 2 hour and 55 minute study, 12 children crossed Kenilworth and 7 children crossed Monterey. All these children attend A.M. Cunningham School. Of the 12 children observed crossing Kenilworth, 2 were junior kindergarten students accompanied by an adult, 5 were elementary school students accompanied by an adult, and 5 elementary school students were observed to cross on their own.

Kenilworth Avenue is an arterial roadway carrying approximately 20,000 vehicles per day. It was observed that there are no safe gaps in traffic on Kenilworth Avenue. However, there is a traffic signal and a School Crossing Guard at Kenilworth and Central, 400 feet north of Monterey, and all pedestrians wishing to cross Kenilworth in this area should cross with the protection offered by the guard and the pedestrian traffic signals installed at this intersection. At the time of the study, Traffic Department staff advised most parents and children of this safer crossing option. However, most parents advised that they were not prepared to walk the additional distance to cross at this location. The Traffic Department has contacted the Principal of A.M. Cunningham School who has advised that Monterey is the southerly boundary of the school and he is of the opinion that a School Crossing Guard should not be assigned to this location, but that all children wishing to cross Kenilworth should do so with the School Crossing Guard and the signal at Central. For this reason, the Traffic Department recommends that a School Crossing Guard not be assigned to the intersection of Kenilworth Avenue and Monterey Avenue, but that the Principal of A.M. Cunningham School be requested to advise children and parents who cross Kenilworth at Monterey, to cross Kenilworth one block north at Central, with the guard and the traffic signal. The Principal concurs with these recommendations.


TRAFFIC SIGNAL AND GUARD
A.M. Cunningham School.
KING STREET
LAWRENCE ROAD
KENILWORTH ACCESS
CANADIAN NATIONAL RAILWAYS
MOUNTAIN BROW BOULEVARD
KENILWORTH AVENUE
CENTRAL AVENUE
MONTCLAIR AVENUE
MONTEREY AVENUE
JUSTINE AVENUE
NORMANDY ROAD
EAST KING STREET
OTTAWA STREET
LONDON STREET
EDGEMONT STREET
PARK AVENUE
PROVINCE AVENUE
GRAHAM AVENUE
HOUGHTON AVENUE
WEXFORD AVENUE
HUXLEY AVENUE
TUXEDO AVENUE
ROSTHWAITE AVENUE
KESWICK COURT
TH & B RAILWAY

4.6(iii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 November 29

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Sanatorium Road and Rice Avenue - Request for a School Crossing Guard **(TEC-261-91)**

RECOMMENDATION:

That a School Crossing Guard not be assigned to the intersection of Sanatorium Road and Rice Avenue.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The cost to assign a School Crossing Guard to any intersection in the City is approximately $6,000.00 per year. No funds were budgeted in the 1991 Traffic Department budget for additional School Crossing Guards.

BACKGROUND:

The Traffic Department received a petition in October 1991, containing 20 signatures, requesting that a School Crossing Guard be assigned to the intersection of Sanatorium Road and Rice Avenue because of heavy traffic volumes, the presence of disabled children, the hazards created by recent construction at the intersection, and because motorists are failing to stop for the stop signs and are not yielding the right-of-way to pedestrians in the intersection. On 1991 November 19, Alderman Don Ross forwarded to the Traffic Department a petition containing 118 signatures, requesting a School Crossing Guard at this same location and Alderman Frank D'Amico has also written the Traffic Department respecting this matter.

Sanatorium Road between Rice Avenue and Garth Street was reconstructed during September and October of 1991. However, the construction has been completed and the roadway and pavement markings have been restored. Therefore, the intersection is operating normally and construction no longer posses any hazards to pedestrians at this location.

The Traffic Department conducted studies at the intersection on 1991 October 23, after construction was completed. It was observed that during the morning crossing period 26 children crossed, during the lunch dismissal period 5 children crossed, during the lunch entry period 4 children crossed and during the evening period 33 children crossed at this intersection. Therefore, during the entire 1 hour and 55 minute study, 68 children were observed to cross, and all did so in the north crosswalk at this intersection. No disabled children were observed to cross during the study. Northbound and southbound volumes on Sanatorium were approximately 700 vehicles per hour during the morning crossing period, 400 vehicles per hour during the lunch hour and 500 vehicles per hour during the evening crossing period, while eastbound and westbound volumes on Sanatorium were approximately 300 vehicles per hour during the morning and lunch hour study period, and 200 vehicles per hour during the evening study period.

Traffic Department observations indicate that the children crossing experienced no delays and crossed confidently with the gaps in traffic created by the three-way stop control installed at the intersection. In addition, it was observed that motorists were very cautious and yielded the right-of-way to all pedestrians crossing in the crosswalks. Traffic Department records indicate that during the past five years, there has been only one motor vehicle collision reported at this intersection, and this collision did not involve a pedestrian. This is a favourable collision record which could not be improved upon by assigning a School Crossing Guard to this location.

In report TEC-84-90, the Traffic Department reported on the need for a School Crossing Guard at this location, and concluded that the intersection was operating safely and recommended that a School Crossing Guard not be assigned. This recommendation was approved by the Committee at the 1990 May 23, meeting. The Traffic Department has concluded that conditions have not changed at this location in the past year, and for the above mentioned reasons recommends that a School Crossing Guard not be assigned to the intersection of Sanatorium Road and Rice Avenue at this time.


RICE AVENUE
PENLAKE COURT
SANATORIUM ROAD
AA
B
B-2
B-1
C
WEST 35th ST
WEST 34th ST
WEST 33rd ST
WEST 32nd ST
WEST 31st ST
MOHAWK ROAD WEST
UPPER PARADISE ROAD
UPPER PARADISE

4.6(iv)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 December 11

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Main Street West and Whitney Avenue - Request for a School Crossing Guard. **(TEC-294-91)**

RECOMMENDATION:

That a School Crossing Guard not be assigned to the signalized intersection of Main Street West and Whitney Avenue.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The cost to assign a School Crossing Guard to any intersection in the City is approximately $6,000.00. The 1992 Traffic Department School Crossing budget has not been finalized at the time of the preparation of this report.

BACKGROUND:

Alderman Mary Kiss and the principal of Prince Philip School have requested the Traffic Department to determine the need for a School Crossing Guard at the signalized intersection of Main Street West and Whitney Avenue, because the Board of Education for the City of Hamilton have denied a request for the school busing of children residing on the west side of Main in this area. The principal has advised that there are 27 children affected by the decision of the Board.

The Traffic Department conducted studies at this location on 1991 November 20. The following is a summary of the observations:

SCHOOL AGED PEDESTRIAN VOLUMES

Street Crossed	Morning	Lunch Dismissal	Lunch Entry	Evening	Total
Main	8	0	2	11	21
Whitney	1	0	0	2	3

Of the 21 children crossing Main, 13 crossed with an adult, while an additional 5 children were senior public students attending Dalewood School (grades 6, 7 and 8) who disembark from the bus at the intersection in the evening. Therefore, only 3 primary grade elementary school children crossed Main at Whitney by themselves during the entire 3 1/2 hour study.

At traffic signal controlled intersections, the only traffic movements in conflict with pedestrian movements are turns. An analysis indicates that, at most, an average of; 3 vehicles turn left from Whitney onto Main, 2 vehicles turn left from Main to Whitney, and 4 vehicles turn right from Main onto Whitney during each traffic signal cycle. During the morning study period, school students crossed the intersection during only 5 of the 40 signal cycles, while during the evening period students crossed in only 12 of the 40 cycles. Observations indicate that all children crossed confidently with the pedestrian signals and that turning motorists yielded the right-of-way to all pedestrians in the crosswalks. There has not been a reported motor vehicle collision involving a school aged pedestrian at this location for at least the past 12 years. This is a good collision history which could not be improved upon by assigning a School Crossing Guard to this location.

For these reasons, the Traffic Department recommends that a School Crossing Guard not be assigned to the intersection of Main Street West and Whitney Avenue, at this time.


OSLER DRIVE
MAIN
WEST
STREET
H/S-395a
E/S-17
A-H/S-1113
E-H/S-1113a
A/S-395
RAMSEY CRES
OFIELD ROAD
SHERIDAN LANE
MERICOURT RD
ELIZABETH CT
LOWER HORNING RD
RADFORD ST
WHITNEY AVENUE
BEAUCOURT PL
BUTTY PL
HAROLD COURT
HAROLD STREET
PURVIS DRIVE
BLACKWOOD CRES
CARWYN CRES
YATES DR
H/S-37
E/S-4
E/S-703
E/S-1008
E/S-52
E/S-91
G/S-455
E/S-109
E-2/S 407
B1
B-1
C
G-1
H
E
A
RT 30
T H & B RAILWAY
HEPC

4.6(v)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 December 17

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Burlington Street East at Hillyard Street - School Crossing Guard. **(TEC-295-91)**

RECOMMENDATION:

a) That the School Crossing Guard located at Burlington Street East and Hillyard Street be removed; and

b) That the Hamilton-Wentworth Regional Police Department be requested to provide safety training to students from Robert Land School on the proper and safe method of crossing roadways with a traffic signal.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The removal of this School Crossing Guard would result in an annual savings of approximately $6,000.00 .

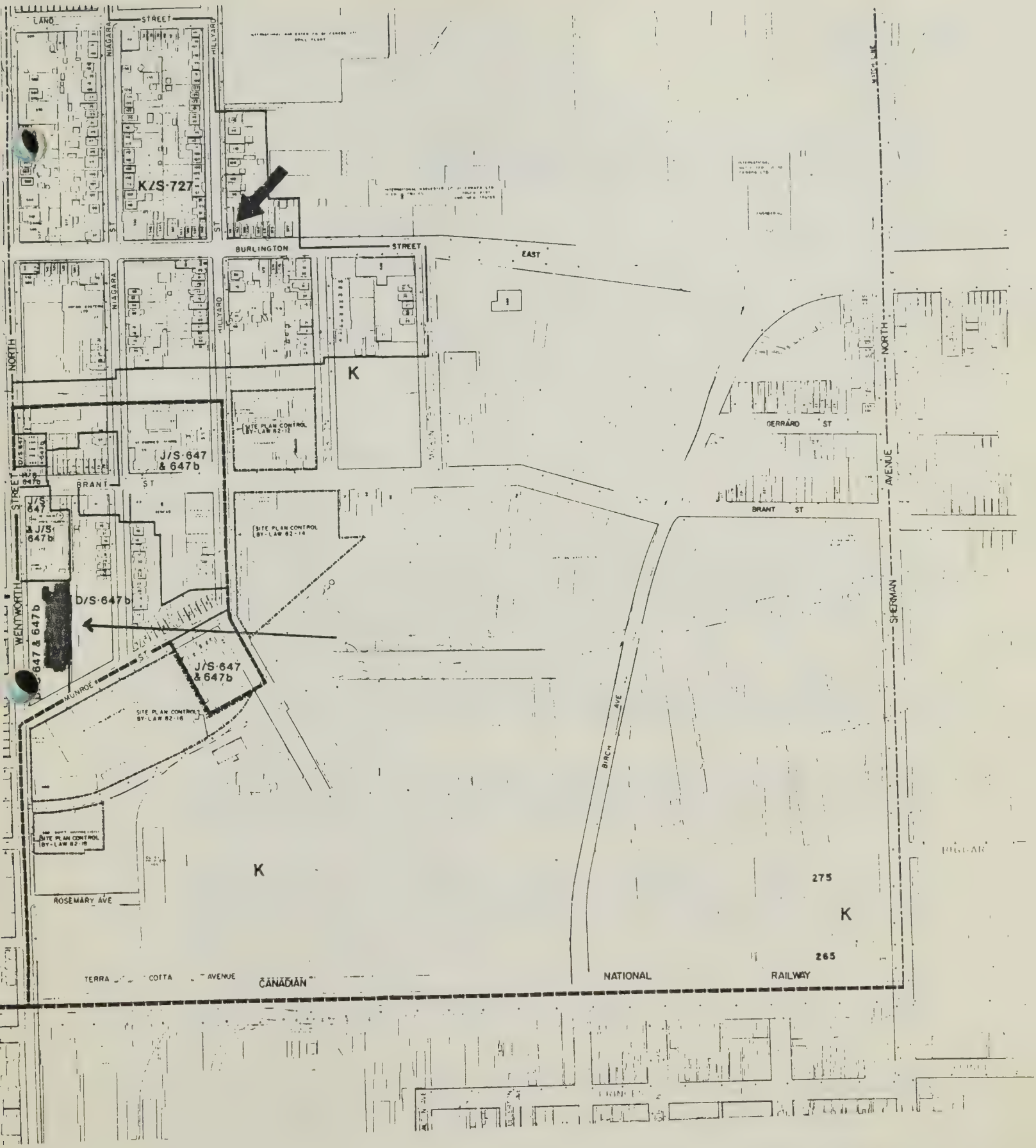
BACKGROUND:

Alderman Don Drury and the principal of Robert Land School, located at Wentworth Street and Munroe Street, have requested that the School Crossing Guard presently assigned to the intersection of Burlington Street East and Hillyard Street be relocated to Burlington Street East and Wentworth Street North.

In report TEC-134-91, the Traffic Department recommended removing the School Crossing Guard from Burlington and Niagara because it was considered undesirable and unsafe to operate a guard immediately between the traffic signal at Burlington and Wentworth and the then proposed traffic signal at Burlington and Hillyard. However, at the 1991 July 22, Transport and Environment Committee meeting, the Committee decided to relocate the guard to Burlington and Hillyard, when the traffic signal became operational. The new signal was turned on and the guard relocated on 1991 December 02.

Studies were conducted in this area on 1991 December 17. It was observed that there were 43 crossings from Robert Land School across Burlington, from Wentworth to Niagara, during the four crossing periods of the three hour study. Of these 43 crossings, and four time periods, only 7 occurred at the traffic signal at Wentworth, 28 with the guard and the traffic signal at Hillyard and 8 children, accompanied by an adult, crossed Burlington at Niagara. Studies also indicated that 14 of the 17 children crossing during the morning and 13 of the 15 children crossing in the evening, appeared to reside on Niagara or points easterly and only two or three children appeared to reside on or near Wentworth.

The availability of a traffic signal at two of the three intersections along Burlington between Wentworth and Hillyard provides reasonable opportunities for children arriving from any direction to cross at a traffic signal. Observations of the children presently crossing with the signal at Wentworth and Burlington indicated that these children crossed confidently and safely with the pedestrian signal indications and it is certain the children would be able to cross Burlington and Hillyard confidently and safely with the signal at this location. Therefore, the Traffic Department recommends that the guard at Burlington and Hillyard be removed and that the Hamilton-Wentworth Regional Police Department be requested to provide safety training to students from Robert Land School on the proper and safe method of crossing roadways with a traffic signal.



81
69 70 71
95 48 126

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Contact City Building Department.

CITY OF HAMILTON

INDUSTRIAL SECTOR 'B' AND KEITH ZONING

Neighbourhood Boundary

Zoning Boundary.

0 100m

SCALE 50m

NORTH

4.7

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 November 13

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Truck Traffic on Lloyd Street. (TEC-271-91)

RECOMMENDATION:

(a) That the curb radii be increased at the north-west corner of the intersection of Gage Avenue and Barton Street, and at the north-east corner at the intersection of Barton Street and Chapple Street, and that the necessary funds, estimated to be $55,000.00 for land and construction, be provided in the 1992 sidewalk and roadway reconstruction budget; and,

(b) That letters be written to Food City and to Consumers Distributing asking that they post notices directing their drivers and other drivers to access the premises to and from Gage Avenue; and,

(c) That three "To Truck Route" signs be erected on Lloyd Street in the vicinity of the driveways to Food City and Consumers Distributing, indicating that the proper route is directly to Gage Avenue; and,

(d) That letters be written to Hamilton Builders Supplies and to Armour Viking Lewco Landoil and to the other business premises on Lloyd Street asking them to post notices directing their drivers and other drivers to use the appropriate shortest distance to the truck route; and,

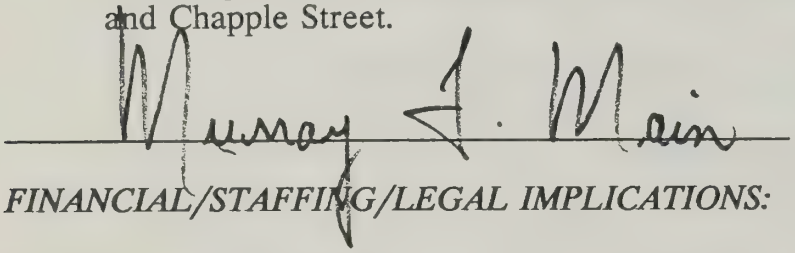
(e) That "To Truck Route" signs be erected to direct truck movements from Hamilton Builders Supplies, Armour Viking Lewco Landoil and the commercial mall to the nearest truck route; and,

(f) That a "To Truck Route" sign be erected on Lloyd Street at Chapple Street directing eastbound truck traffic to proceed southerly on Chapple Street to Barton Street; and,

(g) That the existing "To Truck Route" sign on the west side of Chapple Street north of Lloyd Street be relocated to the south side of the Lloyd and Chapple intersection; and,

(h) That the directive to erect barriers on Lloyd Street to permit automobile traffic but prohibit truck traffic be rescinded; and,

(i) That a letter be sent to Consumers Glass thanking them for their cooperation in removing their trucks away from the portion of Lloyd Street between Gage Avenue and Chapple Street.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The cost of improving the curb radii at intersections is estimated at $55,000.00 including land, and this amount should be included in the City's 1992 Road and Sidewalk Reconstruction budget.

BACKGROUND:

The matter of truck traffic on the section of Lloyd Street between Gage Avenue and Chapple Street was discussed by the Committee at the meetings of 1991 July 30 and 1990 August 20. Studies conducted at that time indicated that trucks to and from Consumers Glass, among others, were utilizing the portion of Lloyd Street between Gage Avenue and Chapple Street. In accordance with the Truck Route By-law, the appropriate distance which is the shortest distance to a truck route would be to use Chapple Street between Lloyd Street and Barton Street.

At the Council meeting of 1991 July 30, the following recommendation of the Transport and Environment Committee was approved.

"(a) That staff be directed to erect barriers on Lloyd Street to permit automobile traffic but prohibit truck traffic.

(b) That staff investigate the possibility of opening up the old private roadway on Consumers Glass property to provide access to truck traffic.

(c) That staff report back to the Transport and Environment Committee with any findings regarding the above-noted directions."

With respect to recommendation (b), Alderman Drury met with Consumers Glass, and left with the understanding that they were prepared to consider opening the existing driveway access directly to Gage Avenue such that trucks could access the premises directly from Gage Avenue. However, at a further meeting attended by the Director of Public Works and the Director of Traffic Services, Consumers Glass stated that they were absolutely not prepared to re-open the Gage Avenue driveway, since this would require them to maintain two driveway accesses and security points, and the cost of manning two security locations on a 24-hour basis is simply beyond their means at the present time. It was pointed out that their premises on the mountain was about to be closed, and it was unclear whether the

Lloyd Street premises would continue to operate or would be closed for financial reasons. They stated further that upon receiving the request of the City to re-direct their trucks away from the portion of Lloyd Street between Gage Avenue and Chapple Street, they had issued such an order, and indeed, this order was being complied with. A truck study conducted on 1991 September 30 confirmed, that indeed, all but one of the trucks accessing Consumers Glass on that particular day (between the hours of 7-10 a.m. and 2-6 p.m.) avoided Lloyd Street and accessed Barton Street via Chapple Street.

The truck study conducted on 1991 September 30 therefore determined that while some trucks remain on Lloyd Street, they are oriented to and from the other commercial premises on Lloyd Street, rather than to Consumers Glass. The study determined that:

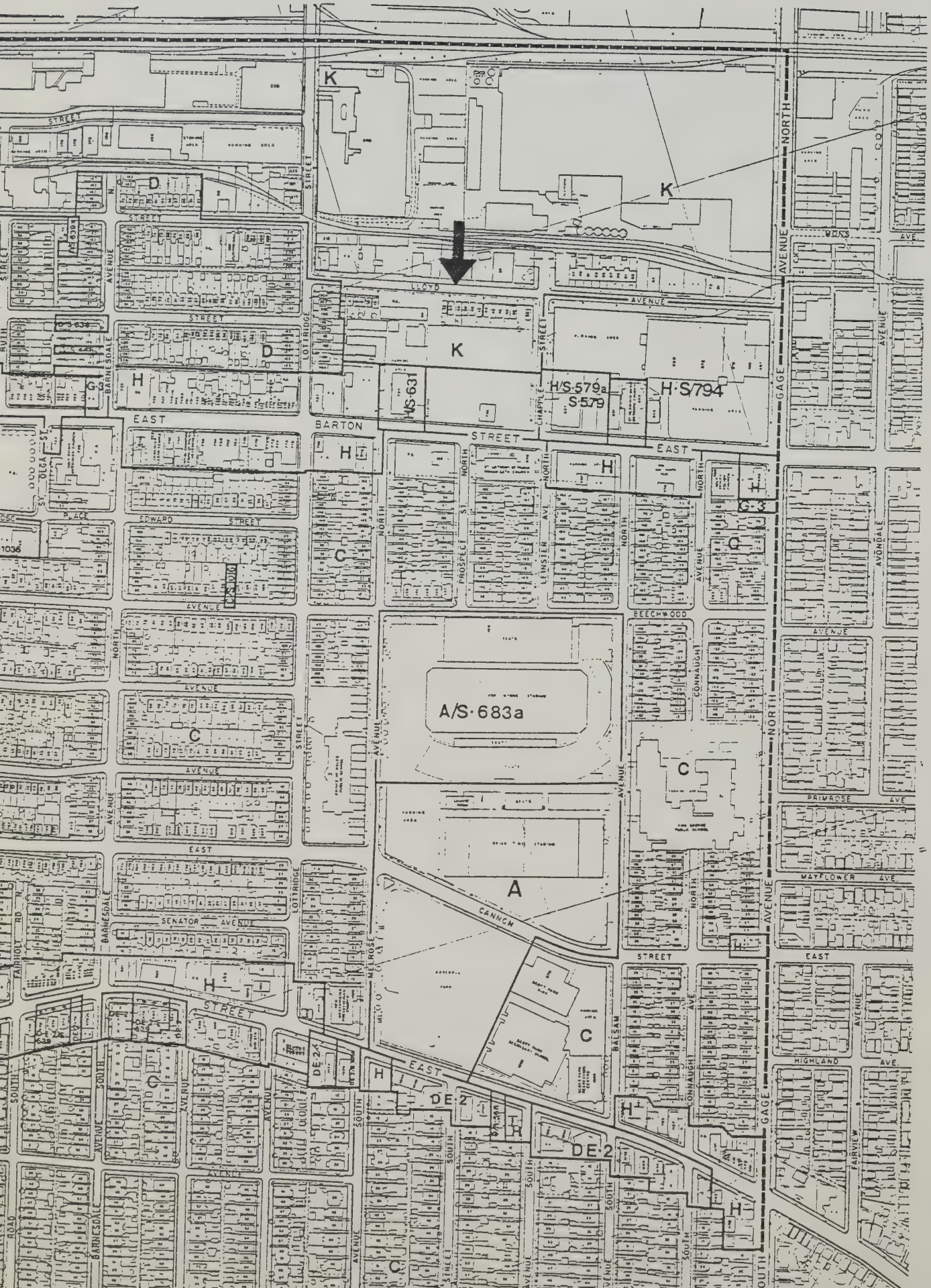
- only one truck proceeded from Consumers Glass via Lloyd Street
- ten trucks proceeded to and from Gage Avenue from the other commercial premises on Lloyd Street west of Chapple Street
- two truck movements occurred from Chapple Street to the Stadium Mall loading area
- six truck movements occurred from the Stadium Mall loading area to Chapple Street.

Therefore, it is evident that any further action to reduce truck traffic on Lloyd Street should be related to the other commercial premises on Lloyd Street rather than to Consumers Glass.

In order to deal with the problem as it exists today, a number of actions should be taken. The curb radii at the north-west corner of Gage and Barton and at the north-east corner of Barton and Chapple should be increased to accommodate truck movements without the truck driving over the sidewalk. The other business premises on Lloyd Street should be contacted and requested to ensure deliveries to and from their premises take place via the shortest route to and from the truck route system. Signing should be erected in the vicinity of all commercial/industrial driveways on Lloyd Street identifying the nearest route to the truck route system.

With respect to the directive "that staff be directed to erect barriers on Lloyd Street to permit automobile traffic but prohibit truck traffic", this directive could have been implemented to physically prohibit large trucks from turning to and from Lloyd Street in and out of Consumers Glass. However, as indicated above, this situation is longer part of the problem. It is not feasible to design such barriers to control through truck movements such as are occurring at the present time. Therefore, this directive is inappropriate under the present circumstances.

It is recommended that the above-cited approach be taken to minimize through truck traffic on Lloyd Street.


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CITY OF HAMILTON

- RECOMMENDATION -

NOV 9 5 1991

DATE: 1991 October 2

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Queen Street and Aberdeen Avenue (TEC-219-91)

RECOMMENDATION:

a) That a "Signal Your Turn" sign be erected to remind southbound motorists on Queen Street approaching Aberdeen Avenue; and

b) That the Hamilton-Wentworth Regional Police Department be requested to provide additional enforcement of the various moving violations at the intersection of Queen Street and Aberdeen Avenue.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining a "Signal Your Turn" sign at the intersection of Queen Street and Aberdeen Avenue.

BACKGROUND:

At the 1991 July 22 meeting, the Committee received a written and verbal submission by "Parents for a Safer Neighbourhood" respecting conditions at the intersection of Queen Street South and Aberdeen Avenue. The Committee, and subsequently the City Council on 1991 July 30, approved the assignment of a School Crossing Guard to this intersection, but directed the Traffic Department to report back on the various other concerns. The Traffic Department has the following report:

Concerns were expressed that "Queen and Aberdeen is one of the busiest and most dangerous intersections of the City". However, Traffic Department records indicate that this intersection has averaged 6.5 collisions per year over the past 8 eight years. This is a relatively good collision record for this type of arterial street intersection, and in fact, 76 of the 327 signalized intersections in the City rank higher in terms of the collision rate.

There are many other busier arterial street intersections in the City and several of these are in this immediate area (ie.) Main and Bay, King and Bay, James and Main, Dundurn and Main, Dundurn and King, etc. Thus, this intersection is no different than any other arterial street intersection except that there are fewer traffic movements at the intersection of Queen and Aberdeen than a normal four-leg intersection because of Aberdeen Avenue is operated one-way easterly on the east side of the intersection.

The submission also questions the Traffic Department's previous statement that "records indicate that in the past 3 years there has not been a motor vehicle collision involving a school-aged child reported at this intersection". Attached were letters from Dr. Margot Loosley-Millman and Mr. James A. Scarfone which indicate that there have been collisions involving their children at this location in recent years. However, there is no record whatsoever of a pedestrian collision involving a child with the name Loosley-Millman at the intersection of Queen and Aberdeen in recent years. The collision report indicates that the collision involving the Scarfone daughter occurred on 1987 June 01, but the daughter was 18 years old at the time, and is not considered to be a school-aged pedestrian. Therefore, the statement that there has not been a motor vehicle collision involving a school-aged pedestrian reported at this intersection in the past three years during school crossing times is accurate.

Requests were made for the following action:

1. Operate Queen Street two-way between Garth Street and York Street

   A detailed report respecting this matter has been prepared for the Transport and Environment Committee.

2. Prohibit northbound left and right turns from Queen Street onto Aberdeen Avenue from 7:00 a.m. to 9:00 a.m. and from 3:00 p.m. to 5:00 p.m.

   The Traffic Department previously recommended that northbound right turns be prohibited from Aberdeen onto Queen at all times, but this recommendation was not approved by the Engineering Services Committee of the Regional Council. However, the Transport and Environment Committee on 1991 September 30 approved a recommendation to ask the Engineering Services Committee to reconsider a northbound right-turn prohibition at the intersection but only during the morning rush hours, Monday to Friday.

   A prohibition of northbound left turns would merely send additional through traffic into the neighbourhood on streets such as Stanley Avenue rather than across Aberdeen Avenue, and would lead to complaints from area residents and traffic problems on local streets. Thus, a northbound left turn prohibition is not recommended.

3. Assign a School Crossing Guard to the intersection of Queen and Aberdeen

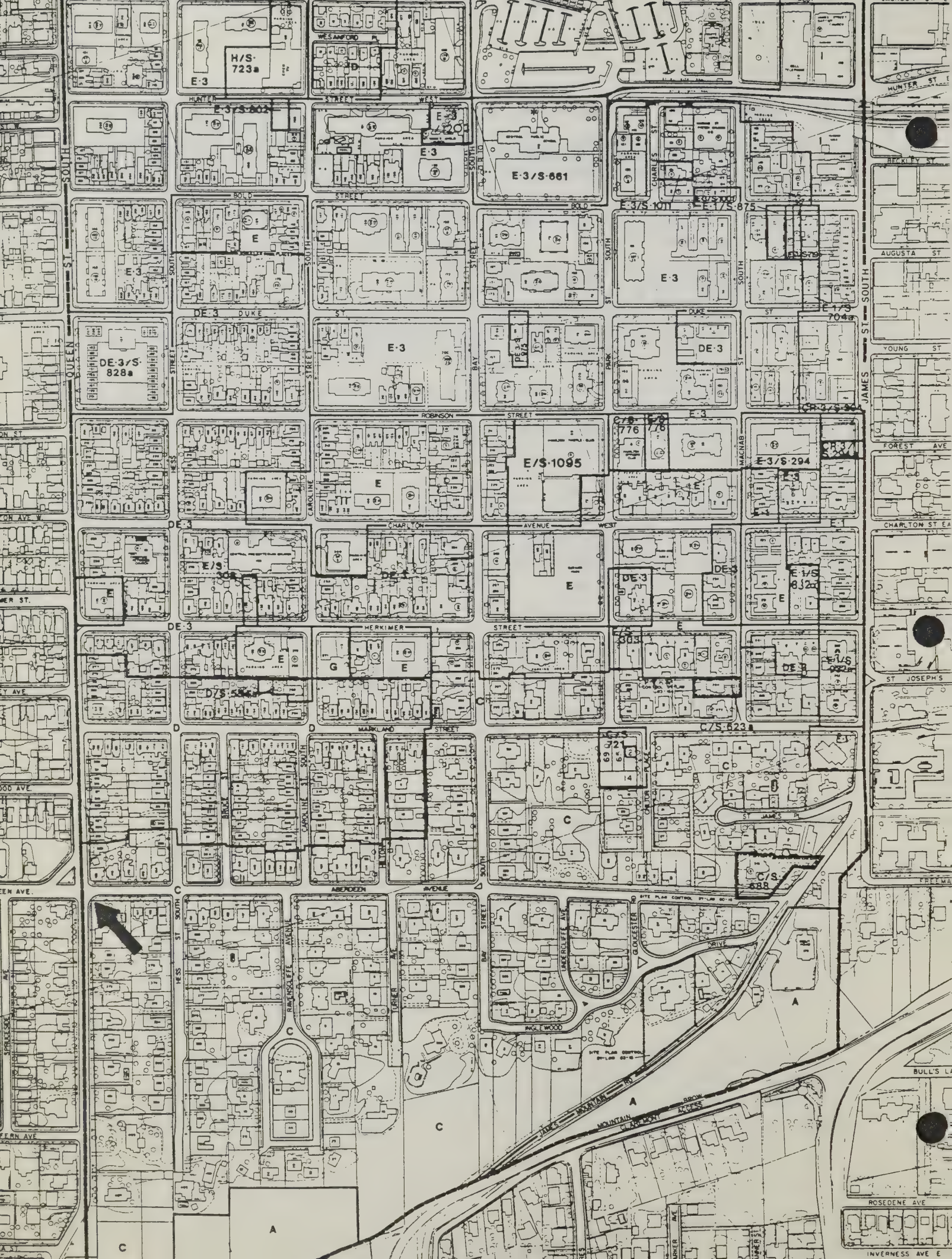
The Committee, and subsequently the City Council on 1991 July 30 approved the assignment of a School Crossing Guard to this intersection.

4. Install the following signs, signals and markings in the vicinity of Aberdeen and Queen:

- "Slow" with a flashing light
- "Signals Ahead"
- "School Crossing Ahead" with a flashing light
- "School Crossing Ahead" sign for eastbound and westbound motorists on Aberdeen approaching Queen
- "Signal Your Turn" sign in addition to the "Right Lane Must Exit" sign for southbound motorists on Queen approaching Aberdeen
- "Bus Lane or Bus Area" markings on Queen Street, north of Aberdeen, or install overhead "Bus Area" sign

The Traffic Department has reviewed these requests and supports only the request for a "Signal Your Turn" sign for southbound motorists on Queen approaching the intersection. An investigation has revealed that all of the signing, signals and markings in the vicinity of the intersection are in accordance with standard engineering practice, and that they are all in place and are readily visible. No other additional signs, signals or markings are required at this time.

The submission also requests increased police visibility at the intersection of Queen and Aberdeen to "hopefully deter motorists from breaking the law and threatening pedestrians lives", and it would not be inappropriate to ask the Regional Police Department to provide additional enforcement at this particular intersection.


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E-3/S-879
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4.9

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 December 19

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Rightsizing of Parking Meter Collection and Maintenance Services. [TEC-211-91]

RECOMMENDATION:

a) That the parking meter maintenance and installation services presently provided by the Traffic Department be transferred to the Hamilton Parking Authority, effective immediately, on the following basis:

   i) That the positions of Traffic Meter Foreman, Traffic Meter Serviceman/Woman I, and two positions of Traffic Serviceman/Woman II in the Traffic Department be deleted; and,

   ii) That vehicle 9296 be transferred from the City to the Parking Authority; and,

   iii) That the ownership of all on-street meters and spare parts inventory be transferred from the City to the Parking Authority; and,

   iv) That furniture and shelving from the parking meter section not required by the Traffic Department be transferred to the Parking Authority.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Staffing: Six positions are being deleted in the City (Traffic and Treasury Departments) and four positions are being created in the Parking Authority. The net change is the elimination of two positions. The two positions were included in the total of 50 positions reduced in 1991 through rightsizing.

Financial: The annual salary and benefits associated with the net reduction of two positions is approximately $ 74,100.00. This change will benefit the Reserve for Off-Street Parking. There will be no effect on the Traffic Department current budget.

Vehicle 9296 was purchased for the Traffic Department from the Reserve for Off-Street Parking. Transferring the vehicle will have no effect on the Traffic Department current budget.

The book value of the spare parts inventory maintained by the City for on-street meters is approximately $25,300. An accounting transfer of this value will be required.

Legal: The City, through the Transport and Environment Committee, would retain control over the placement of parking meters and posts; the hours of operation and duration of operation; and the rate structure of on-street parking meters.

BACKGROUND:

In mid 1991, the Manager of Internal Controls of the City reviewed the processes associated with the operation of parking meters on City roads, Regional roads and off-street parking lots.

There are three basic tasks: collection of money from meters (Treasury Department); preventive maintenance and repair of meters (Traffic Department); and installation of new parking meters or relocation of parking meters for construction (Traffic Department).

The Traffic Department conducts preventive maintenance testing of parking meters on a semi-weekly basis. The Treasury Department also visits the same meters for collection on a regular basis. The Traffic and Treasury Departments concur with the Manager of Internal Controls that one position of the four involved in preventive maintenance and collection can be eliminated if the two functions are combined so that the same employees are responsible for both functions simultaneously.

It was also suggested that all responsibilities of collection, maintenance and installation activities be transferred to the Hamilton Parking Authority. It is intended that these functions be placed under the supervision of an existing position within the Parking Authority organization. This would eliminate the need for one Traffic Department Foreman. The functions of parking meter legislation and decisions about installation, removal, hours of operation, duration of operation and the rate structure of parking meters would remain with the Traffic Department and the Transport and Environment Committee.

Thus, the combination of collection and preventive maintenance activities would result in the elimination of one position and the transfer of all responsibilities to the Parking Authority would result in the elimination of a second position.

Parking meter maintenance and collection activities are performed by the City of Hamilton under contract to the Hamilton Parking Authority and are fully recoverable. Therefore the transfer of these activities to the Hamilton Parking Authority would result in no change in the Traffic Department or Treasury Department budgets.

The proposed changes are in accordance with the rightsizing initiative of the Management Team which has resulted in an overall staff decrease of approximately 50 positions for 1992.

All existing staff in the Traffic and Treasury Departments affected by the change will be accommodated within the City or Parking Authority.

The Parking Authority Board has discussed these changes and formally approved them on 1991 August 19.

The Traffic Department has one truck which was purchased in 1990 from the Reserve for Off-Street Parking. It is appropriate to transfer this vehicle to the Parking Authority. It is also proposed to transfer all spare parts necessary for maintenance of parking meters, as the Parking Authority presently has no spares. Similarly, desks, workbenches and shelving from the existing Traffic Operations Centre specialized to parking meter repair would be transferred. Most of this furniture was scheduled to be replaced in the new Operations Centre and would have been abandoned.

c.c. Mr. P. G. Baker, General Manager
Hamilton Parking Authority

4.10

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 December 19

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Reorganization of the School Crossing Guard Section of the Traffic Department. (TEC-75-91)

RECOMMENDATIONS:

a) That the position of School Crossing Administrator be deleted and that the number of School Crossing Supervisors be increased from two to three; and

b) That one School Crossing Clerk position be approved and included in the 1992 budget estimates; and

c) That the Commissioner of Human Resources be requested to determine the appropriate salary schedules for the positions of School Crossing Supervisor and School Crossing Clerk; and

d) That the Director of Property and Director of Traffic Services be directed to investigate and report back on the office/storage space requirements of the School Crossing office.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

As a result of sharing administrative costs with the other Area Municipalities, the proposed School Crossing Clerk position would cost the City of Hamilton approximately $23,300.00 annually.

BACKGROUND:

Effective 1990 April 01, the City Council approved a transfer of the School Crossing Program from the Regional Police Department to the City Traffic Department. Included in the transfer were approximately 200 School Crossing Guards, 1 School Crossing Administrator and 2 School Crossing Supervisors. Also, to co-ordinate the various technical and administrative aspects, the position of School Crossing Co-ordinator was approved.

After administering the program for almost two years, it has been concluded that some significant improvements are needed in the levels of supervision and operations, as follows:

1. There are presently only two School Crossing Supervisor positions to directly supervise approximately 200 School Crossing Guards in the City of Hamilton and four of the Area Municipalities. Also, there is one School Crossing Administrator position above the Supervisors who, more or less, acts as a senior Supervisor. After reviewing the duties of these positions with the Human Resources Department and concluding that a significant portion of the duties overlap, it was agreed that it would be appropriate to delete the higher level position of School Crossing Administrator and to increase the number of School Crossing Supervisors by one.

2. Because there have been only three on-street Supervisors, who also act as School Crossing Guards in emergency situations, there have not been sufficient Supervisors to provide direct supervision to the 200 guards during all times. Because of the lack of supervision, problems have occurred related to some guards not attending at their point for all of the assigned hours, and several terminations have been necessitated as a result of this and other problems. These incidents create significant safety and legal concerns.

   A further review of the Supervisor's and Administrator's job descriptions has revealed that there are a number of clerical duties associated with the program which are presently performed by these "management employees" and which would be more appropriately handled by the establishment of a clerk position. The Supervisors and the Administrator presently work extremely long unpaid overtime hours frequently without lunch or break periods. Therefore, to assist with the heavy workload and to allow the supervisory staff to spend as much of their time as possible on the street doing front line supervision, the Traffic and Human Resources Departments have agreed that it would be appropriate to establish a School Crossing Clerk position.

3. Presently, problems arise and a significant amount of time is wasted because the School Crossing equipment and storage area is located in the basement of the City Hall, while the School Crossing Office is located on the 15th Floor at 25 Main Street West. Also, there is insufficient space in the current office to accommodate the proposed "clerk" position. Therefore, the Property and Traffic Departments should be directed to investigate and report back on the office/storage requirements.

4.11

CITY OF HAMILTON

- RECOMMENDATION -

DEC 2 7 1991

DATE: 1991 December 27

REPORT TO: Mr. Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

1992 - 1996 Capital Budget Program - Traffic Department. **(TEC-306-91)**

RECOMMENDATION:

That the sum of $130,000.00 (1992 dollars) be included in the provisional capital budget for each of the years 1992 to 1996 inclusive, for the installation of traffic signals on City jurisdiction roadways.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Subsidy support for the installation of City traffic signals may be forthcoming from the Province of Ontario. The subsidy rate will be variable, depending on other subsidy income, and may be as high as 50 percent of the traffic signal installation cost.

BACKGROUND:

Management Team is presently preparing a provisional capital budget for presentation to the Finance and Administration Committee. All projects to be included in the provisional capital budget require the endorsement of the respective standing Committee.

The present practice for funding City jurisdiction traffic signals is through the current budget. However, the substantial cost of a new traffic signal distorts the budgeting process when year to year budgets are compared. Placing the funding for traffic signals in the capital budget would also be consistent with Regional practice.

Most traffic signals installed in Hamilton-Wentworth are on Regional roads. Prior to 1989, no traffic signals had been installed on City jurisdiction roadways in over ten years. However, two traffic signals were installed on City jurisdiction roadways in 1989 and another in 1991. It is anticipated that two more traffic signals will be installed on City roadways in 1992. Given the trend, additional signals may be required for years following 1992.

If the Province of Ontario approves the City's application to use half-signals, this capital budget item would also provide the source of funds for installing half-signals.

The recommendation is that funding for traffic signals be placed in each calendar year of the capital budget. The amount of funding would provide for two full traffic signals or four half-signals. In the event that there is not a requirement to install new traffic signals, the funds would be returned to the capital budget for use on other approved projects.

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J. J. SCHATZ
CITY CLERK

THE CORPORATION OF THE CITY OF HAMILTON

OFFICE OF THE CITY CLERK
71 MAIN STREET WEST
HAMILTON, ONTARIO L8N 3T4

PHONE (416) 546-2700
FAX (416) 546-2095

1992 January 15

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1992 January 20
9:30 o'clock a.m.
Room 233, City Hall

Kevin Christenson, Secretary
Transport and Environment Committee

AGENDA

DELEGATIONS

A.	10:00 a.m.	Roadway Improvements - Centennial Parkway and Arrowsmith Road
B.	10:10 a.m.	On Site Garbage Collection - 640 Mohawk Road East - Torno Construction Co. Limited
C.	10:20 a.m.	Proposed Closure of Road Allowance: King Street West at South Oval
D.	10:30 a.m.	Proposed Closure of Beckley Street from 30m east of James Street South and John Street South
E.	10:40 a.m.	Proposed Closure: East/West Alleyway Adjacent to 103 East 19th Street and Northerly 10 metres of North/South Alleyway at the Rear of 103 East 19th Street

1. **CONSENT AGENDA**

2. **DIRECTOR OF PUBLIC WORKS**

   Tree Planting in Hard Surfaces, New Tree Grate Program - Slide Presentation
   (For Information)

3. **DIRECTOR OF TRAFFIC SERVICES**

   Parking Arrangements During Construction of the
   Parking Structure for Henderson General Hospital

4. **CHAIRMAN'S REPORT - (No Copy)**

   Transport and Environment Committee Meeting Schedule -
   for Discussion

5. **OTHER BUSINESS**

6. **ADJOURNMENT**

TRANSPORT AND ENVIRONMENT COMMITTEE

OUTSTANDING ITEMS

	ITEMS	ORIGINAL DATE	ACTION	STATUS
1.	Crescent Oil Company of Canada Confidential Land Use	1991 March 18	Alderman V. J. Agro	Tabled
2.	Closure of East/West Alley South of King St. East between John and Catharine Streets	1991 July 22	Mr. G. Aston (Mongeon/Pappas)	Tabled
3.	Parking Regulations Albany Avenue between Kenilworth Avenue North and Robins Avenue	1991 October 21	Alderman D. Wilson	Tabled
4.	Intersection Control Greenhill and Monte Drive - Greenhill and Summercrest Drive	1991 September 16	Alderman D. Agostino	Tabled
5.	Parking Prohibition Greenhill Avenue between Vienna Street and Pavarotti Court	1991 October 21	Alderman D. Agostino	Tabled
6.	Residential Boulevard Parking 174 Market Street	1992 January 6	Alderman V. J. Agro	Tabled
7.	Intersection Control Bowman and Sussex Streets	1992 January 6	Alderman M. Kiss	Tabled
8.	Delegations for School Crossing Guards	1992 January 6	Mr. M. F. Main	Comprehensive Report Pending
i.	Easterly intersection of Bendamere Avenue and Columbia Drive	1992 January 6	Alderman D. Ross	Tabled
ii.	Intersection of Kenilworth Ave. and Monterey Avenue	1992 January 6	Alderman D. Wilson	Tabled
iii.	Intersection of Sanatorium Rd. and Rice Avenue	1992 January 6	Alderman D. Ross	Tabled
iv.	Intersection of Main St. West and Whitney Avenue	1992 January 6	Alderman M. Kiss	Tabled

1992 January 15

Kevin C. Christenson, Secretary

A.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 December 30

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: **Roadway Improvements**
Centennial Parkway & Arrowsmith Road

RECOMMENDATION:

a) That the by-law to alter Centennial Parkway and Arrowsmith Road be introduced and approved.

b) That Hamilton Home and Design Centre Inc. owner of the property at 350 Centennial Parkway North, pay an amount of $59,300 to the City of Hamilton prior to the issuance of an access permit for the site, for the installation of road improvements on Centennial Parkway North.

c) That the Director of Property be authorized and directed to negotiate the acquisition of lands at the north-west corner of Centennial Parkway and Arrowsmith Road, at an estimated cost of $24,000.

d) That the Commissioner of Transportation/Environmental Services be authorized and directed to construct the road improvements at an estimated cost of $200,000 once the payment indicated in clause b) has been made, and the project has been approved in the 1992-1996 Capital Budget.

e) That the Director of Traffic Services be authorized and directed to install a traffic signal at the intersection of Centennial Parkway and Arrowsmith Road upon completion of the widening of the intersection, at an estimated cost of $65,000.

cont'd ...

Roadway Improvements
Centennial Parkway and Arrowsmith Road

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f) That the Director of Public Works be directed to include the widening of Centennial Parkway and the installation of the traffic signal, in the gross amount of $289,000 with a revenue of $59,300 from the owner, in the 1992-1996 Capital Budget Programme for consideration.

G. Aston
per E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The City's share of the cost of these works is estimated at $229,700. The owner's share is estimated at $59,300.

The works have been advertised as required by the provisions of the Municipal Act.

BACKGROUND:

In connection with the proposed new development of the Home and Design Centre (a shopping plaza of approximately 200,000 sq ft of gross floor area on a lot of 10.2 acres) on the east side of Centennial Parkway opposite Arrowsmith Road, road improvements to provide a left-turn lane into the site have been identified by the Traffic Department and the Roads Department as being required prior to the issuance of an access permit. These works were advertised in accordance with the provisions of the Municipal Act, as recommended by your Committee, and subsequently approved by City Council on 24 September 1991.

It is our opinion that the construction of the exclusive turning lane into the site, and the resulting requirement for the realignment of Arrowsmith Road, are directly related to the development and thus should be a condition of driveway approval.

cont'd ...

Roadway Improvements
Centennial Parkway and Arrowsmith Road

As the intersection will likely meet the warrants for signalization shortly, the costs for the installation of traffic signals (estimated at $65,000) should be borne by the City. Similarly, the costs for improvements to both Centennial Parkway and Arrowsmith Road that are required because of signalization (estimated at $117,000) should also be borne by the City.

The cost for the left-turn lane into the plaza is estimated at $60,000. The cost for the additional alterations to Arrowsmith Road (including land acquisition) caused because of this proposed new access is estimated at $47,000. The total estimated development related share is therefore $107,000 of which $47,700 would be the City's share of oversizing roads adjacent to new development. The net cost to the developer would thus be $59,300.

c.c.
Mayor R. M. Morrow
Mr. J. Thompson, Secretary, F & A Committee
Alderman F. Lombardo, Alderman, Ward 5
Mr. L. Sage, Chief Administrative Officer
Ms. P. Noé Johnson, City Solicitor
Mr. E. C. Matthews, Treasurer
Mr. L. King, Building Commissioner
Mr. M. F. Main, P. Eng., Director of Traffic Services
Mr. J. Pavelka, P. Eng., Director lof Public Works

GA:

8.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 January 13

REPORT TO: Mr. K. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. J. G. Pavelka, P.Eng.
Director of Public Works

SUBJECT: On Site Garbage Collection - 640 Mohawk Road East
Torno Construction Co. Limited (PW92.1103)

RECOMMENDATION:

a) That Torno Construction Co. Limited be advised that the current By-Laws and Policies regarding garbage collection for apartment buildings are to be applied to 640 Mohawk Road East and that there will be no exception.

D. LOBO, ACTING DIRECTOR
DEPARTMENT OF PUBLIC WORKS

FINANCIAL/STAFFING/LEGAL IMPLICATIONS

N/A

BACKGROUND:

Currently, the household garbage at 640 Mohawk Road East is being collected by a contractor hired by Torno Construction Co. Limited. This contractor removes the loose garbage from the 6 cubic yard container located near the south-west corner of the rear parking lot of 640 Mohawk Road East.

During 1991, Torno Construction Co. Limited, through its representatives Mr. Sol Mednick and Mr. Leslie Berall requested what alternatives there were to picking up the garbage. Staff advised of the following 3 alternatives:

1. Curbside Collection
2. Compacted Garbage Disposal
3. On Site Garbage Collection

In response, Torno Construction Co. Limited made an application for the on-site garbage collection. On June 18, 1991, Sanitation crews were instructed to start collecting household refuse from 640 Mohawk Road East, since the agreement and insurances between Torno and the City of Hamilton had been received and all requirements were properly completed.

This on site garbage collection provides that the City's Sanitation crews enter onto private property and load the uncompacted household garbage by hand from where it is piled curbside of the building, somewhere on the property/parking lot.

This arrangement requires either the construction of some form of utility shed where the garbage can be stored outside or that the garbage be placed outside on the designated garbage day.

Alternatively a refuse compactor can be installed, as they have in their building at 666 Mohawk Road Est (next door). If installed, the City would provide for a contractor to empty the compacted containers twice per week, at the City's expense. However, the capital costs for the installation of the garbage compactor would be at the owner's expense.

As was noted to representatives of Torno Construction, the compactor need not be built into the building. In several cases, the City has apartment buildings on the compacted service that have the compactor outside the building and arrangements are made to feed that compactor with the garbage. The City's criteria for eligibility for this service require:

- an apartment building with a compactor handling the garbage and compacting the garbage into three cubic yard bins. Through Laidlaw Waste Systems Limited, the City presently collects compacted waste from 167 buildings and over 24,000 apartment units.

Another Solution

Torno Construction Co. Limited is insisting that the City provide garbage collection by hiring a contractor to provide service twice per week by emptying large refuse containers supplied by the contractor and stored on site.

Although this is a recognized way of collecting garbage, this is not one of the ways that the City of Hamilton collects garbage presently. Furthermore, it is recognized that there are dozens and dozens of apartment buildings and complexes that have their garbage collected weekly via this method. Once the City switches to this method of garbage collection, there will be an avalanche of requests to the City to supply this service.

JGP/jdh

c.c. Mr. D. A. Heintz, Project Maintenance Engineer

C.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 December 27
T103 03 (274) J. K. Clairmont

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: E.M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT:

Proposed Closure of Road Allowance:
King Street West at South Oval

RECOMMENDATION:

i) That the Commissioner of Transportation/Environmental Services be directed to prepare a By-Law to stop up, close and sell a 27.10' x 54.50' portion of the King Street West road allowance at South Oval;

ii) That the Applicant, prepare and register a reference plan under the Registry Act, to delineate the manner in which the proposed closed road allowance is to be distributed to the abutting owners;

iii) That the Commissioner of Transportation/Environmental Services be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval of the proposed closing, pursuant to Section 48 of the Regional Act;

iv) That the Director of Property be directed to proceed with the disposition of the said lands.

vii) That the City Clerk be directed to publish a notice of City Council's intention to pass the By-law, pursuant to Section 301 of the Municipal Act, R.S.O. 1980;

S. Aston

per E.M. Gill, P.Eng.

Cont'd...

Proposed Road Allowance Closure:
King Street West at South Oval

Cont'd...

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

A request has been received from J. Santa-Barbara, agent for Medipsych Resources Ltd. (1505 Hurontario Street, Mississauga Ontario, L5G 3H2) an abutting owner, to close the subject road allowance, as shown on the attached drawing.

The proposed closure area of road allowance is at the South-East corner of King Street West and South Oval. The applicant has recently acquired the property for the purpose of developing medical offices and is interested in purchasing the portion of road allowance to provide parking for patients.

This Department has circulated notice of the proposal to all affected municipal departments, utility companies and area residents/businesses. The results are as follows:

Area Residents/Businesses

Total number circularized 60

In Favour 2 Opposed 5 No Response 53

Three of the opposed felt that the green space in the area would be lost and were concerned with possible environmental ramifications and changes to the appearance of the area should they agree with the proposal. The applicant has applied to close only the portion of road allowance that is presently paved and the green area will not be affected by this application.

The owners of number 38 Bond Street South feel the proposal would adversely affect the value of their property. In reviewing the proposal we find it difficult to include this as a legitimate concern due to the distance between the properties.

Some concern was raised by an area resident that with the existing cross walk at the corner that the increased traffic might create a problem. The proposed closure is in our opinion sufficiently removed from the intersection that there would not be a greater impact on the crosswalk.

Cont'd...

Proposed Road Allowance Closure
King Street West at South Oval

Cont'd...

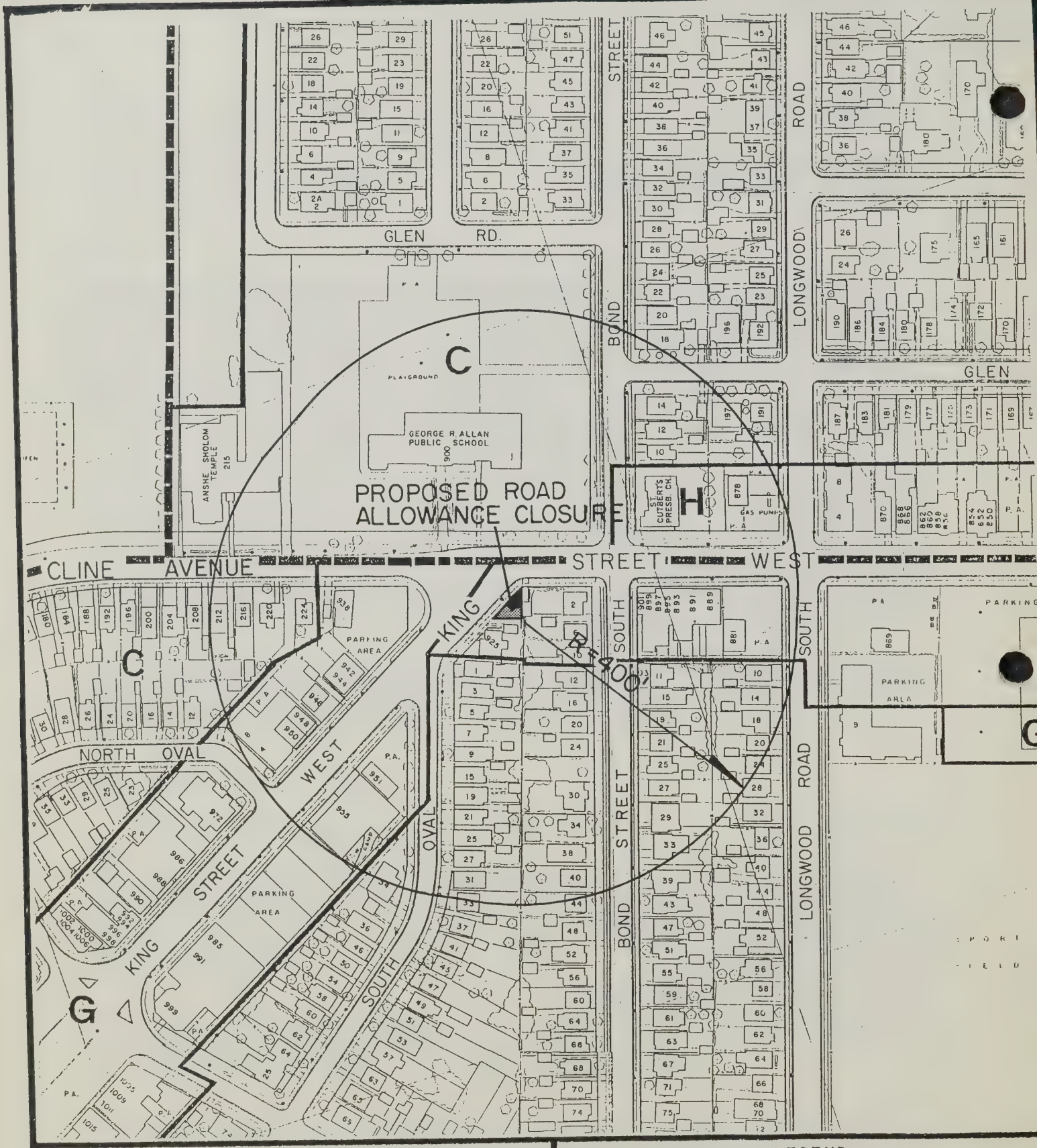
An abutting property owner at 2 Bond Street South has maintained the green space for the past 35 years and has expressed concern that the green space and the trees on this property could be damaged. As previously stated, the green space will not be disturbed. The same property owner has expressed concern that clients visiting the medical offices might make use of his driveway for additional parking. In fact, the proposed closure area is not physically connected to the subject driveway. The closure area is off South Oval and the concerned abutting owner's driveway is entered from King Street.

There have been no utility or municipal department concerns. The Traffic Department has requested that a functional plan be prepared by this Department to delineate the lands which would be necessary to improve the alignment of King Street. This Department has prepared a functional drawing; lands required for an eventual improvement are to be excluded from the portion to be closed at this time. It is noted that the majority of land required for improvements in the future will have to be purchased from #2 Bond Street South.

Despite the area residents' opposition, this Department supports this application as the concerns of the residents do not pertain to the actual purchase of this portion of land.

JKC:mp/ja

cc: E. Matthews, Treasury Department
cc: A. Zuidema, Law Department
cc: R. Morrow, Mayor
cc: V. Agro, Ward Alderman
cc: Wm. McCulloch, Ward Alderman



LEGEND

PROPOSED ROAD ALLOWANCE CLOSURE

LOCATION MAP FOR PROPOSED ROAD ALLOWANCE CLOSURE

REGIONAL MUNICIPALITY OF HAMILTON - WENTWORTH
DEPARTMENT OF ENGINEERING

SCALE	FILE NO.	NORTH
N.T.S.	T103-03 (274)	

D.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 December 27
T103 03 (279) J. K. Clairmont

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: E.M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT: **Proposed Closure of Beckley Street from 30m east of James Street South and John Street South**

RECOMMENDATION:

i) That the Commissioner of Transportation/Environmental Services be directed to prepare a By-Law to stop up, close and sell the road allowance of Beckley Street from 30m East of James Street South to John Street South;

ii) That the Applicant, prepare and register a reference plan under the Registry Act, to delineate the manner in which the proposed closed road allowance is to be included in the proposed Intermodal GO Station;

iii) That the Commissioner of Transportation/Environmental Services be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval of the proposed closing, pursuant to Section 48 of the Regional Act;

iv) That the Applicant provide a 6m easement to the Region for the existing 375mm combined sewer in the proposed closure area;

v) That the Applicant provide a 2m easement to Union Gas for their underground plant;

Cont'd ...

Beckley Street Road Closure

Cont'd

vi) That the Applicant be responsible for all costs associated with the removal of 3 concrete hydro poles and underground duct on Beckley Street by the Hamilton Hydro-Electric System.

vii) That the City Clerk be directed to publish a notice of City Council's intention to pass the By-law, pursuant to Section 301 of the Municipal Act, R.S.O. 1980;

G. Aston

E.M. Gill, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

A request has been received from Parker Consultants, (1400 Rymal Road East, Hamilton L0R 1P0) agents on behalf of GO Transit to close Beckley Street from 30m east of James Street to John Street, for the purposes of developing an Intermodal GO Station.

It is proposed that the existing TH&B Station be renovated to provide for GO Rail, GO Bus and other bus carriers. The plan involves the closure of Beckley Street from James to John, removal of metered parking on the north side of Hunter Street, the provision of two westbound lanes on Hunter Street and the provision of access for vehicles to enter and exit the underground parking garage at #135 James Street South (Undermount Building).

An environmental study report, titled "GO Train Service Expansion Program Burlington to Hamilton" was submitted to the Ministry of the Environment for their review. The results of that study were presented to your Committee on April 16, 1991 (see attached). Your Committee at that time recommended that the City advise the Ministry of the Environment that it concurs with the Environmental Assessment Report. GO Transit will continue to work with the City on the design of the TH&B Station and the pedestrian links, and GO Transit will be encouraged to increase the frequency of service to the TH&B Station.

cont'd...

Beckley Street Road Closure

cont'd...

Our circularization to the area residents, businesses, utility companies and affected municipal departments is now complete and we report the following:

Area Residents and Businesses;

Total circularized 417
In favour 91 Opposed 25 No comment 301

Those opposed to this application were concerned with the parking problems that might be created if the closure is approved. Ten of the twenty five opposed expressed concern that the underground parking to 135 James Street South would be lost. The applicant, however, has indicated that the parking garage will not be affected. Nine other respondents were concerned that the 12 metered parking spaces that are existing on Beckley Street would be lost. The Traffic Department has informed us that the impact of the removal of the metered parking on Beckley would not have a significant impact, due to the availability of parking on Haymarket Street. The remainder of the opposition gave no reason.

Utility Companies;

Union Gas requires a 2.0m easement for an existing plant along Beckley Street.

Hamilton Hydro has indicated that there are three concrete poles with luminaries fed by an underground duct. These poles are owned by the City and Hydro has indicated that all costs for removal would be charged to the City. However, as noted in the recommendations, the applicant will be responsible to pay all associated costs.

Municipal Response;

The Environmental Services Department reports a 375mm combined sewer on Beckley Street which cannot be removed. Therefore, an easement is required.

The Building Department is opposed to the closure if parking is not provided for #135 James Street South. As previously mentioned, the applicant has taken that concern into consideration.

Public Works reports that refuse is collected in the area and that an alternative plan for pick up will have to be developed.

Cont'd...

Beckley Street Road Closure

cont'd...

The Traffic Department indicates that they support the removal of the metered parking on Beckley Street and the metered parking on Hunter Street between James and John in principal. The Traffic Department further requests that a detailed drawing of the land use be submitted by the applicant to the affected departments for approval.

Alderman Wm. McCulloch is in favour of the proposal provided all technical requirements are met including provision for a restaurant on the property.

We have received notice from the National Transportation Agency of Canada, informing us that permission has been granted under Section 123 subsection 123(4) of the Railway Act, to permit the establishment of provincial commuter train service at this location.

The Historic Sites and Monuments Board of Canada has advised that the former Toronto, Hamilton and Buffalo Railway Station (CPR), had been designated a heritage railway station under the Heritage Railway Stations Protection Act.

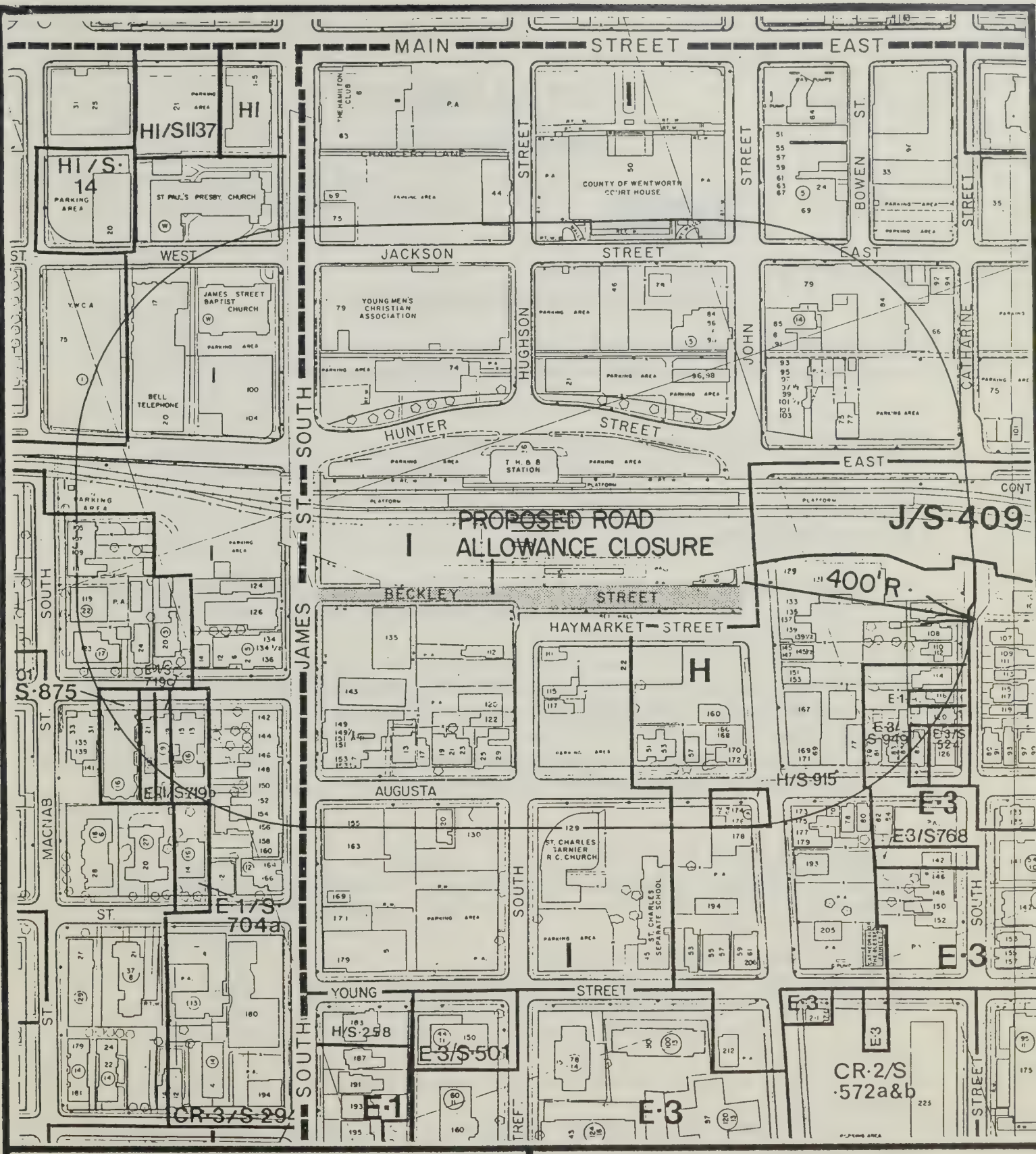
The Board recommends that all facades should be maintained "as is" including architectural metals, signage, and patterns of fenestration and glazing. They also recommend that the steel and glass platform shelters are equally important components of the station's overall design and should not be disturbed. Much of the building interior has survived since 1931, and removal of some of the elements of the interior, in their opinion, would weaken the whole composition of the building.

The applicant's agent, Parker Consultants, has informed us that at a meeting with Mr. A. Powter, a representative of the Historic Sites and Monuments Board of Canada, on July 23, 1991, the proposed renovations were discussed. The Board was satisfied that the proposed renovations to the building would not compromise the historic integrity of the building.

Based on our research of the applicant's proposal and assurances that all easements and associated costs will be provided for by the applicant, this Department would recommend in favour of the closure.

JKC/cb

cc: E. Matthews, Treasury Department
cc: A. Zuidema, Law Department
cc: R. Morrow, Mayor
cc: V. Agro, Ward Alderman
cc: Wm. McCulloch, Ward Alderman



LOCATION PLAN FOR
PROPOSED ROAD ALLOWANCE CLOSURE
OF BECKLEY ST.

LEGEND

PROPOSED ROAD ALLOWANCE CLOSURE

REGIONAL MUNICIPALITY OF HAMILTON - WENTWORTH
DEPARTMENT OF ENGINEERING

SCALE	FILE NO.	NORTH
N.T.S.	T103 – 03 (279)	

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 April 16
~~T24-15~~

REPORT TO: T. Agnello, Secretary
Transport and Environment Committee

FROM: L. D. Turvey. P. Eng.
Commissioner of Transportation/Environmental Services

SUBJECT: GO Transit Service Expansion
Environmental Assessment Act Review

RECOMMENDATION:

a) That the City of Hamilton advise the Ministry of the Environment that it concurs with the Environmental Assessment prepared for the Go Transit Service Expansion Program;

b) That Go Transit be requested to continue to work with the City of Hamilton in the design of the TH&B Station and the pedestrian links in the area;

c) That Go Transit be encouraged to increase the frequency of service to the TH&B station as quickly as feasible.

Prepared by:
G. S. Aston, P. Eng.
Acting Director of Engineering Planning

Approved for submission by:
E. M. Gill, P. Eng.
Senior Director Roads

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The Environmental Assessment Report for the expansion of the Go Transit service was jointly submitted to the Minister of the Environment by Go Transit and the Ministry of Transportation on December 6, 1989. The government review of the document was now released on March 20, 1991 and has been analyzed by this Department, the Planning and Development Department, the Traffic Department, and the H.S.R.

Cont'd .....

GO Transit Service Expansion
Environmental Assessment Act Review

Cont'd .....

The purpose of the undertaking as described by Go Transit is:

"The purpose of the undertaking is to provide the necessary facilities that will allow the improvement of GO Train Service in the Study Area. The purpose of the improvement in service include:

- *providing a balanced transportation network and an alternative commuting mode to the automobile;*
- *removing or reducing problems with the existing GO Transit service to Hamilton; and*
- *supporting the economic growth aspirations of the Region of Hamilton-Wentworth through improving transportation links between Hamilton and Toronto."*

The Environmental Assessment study concluded that this undertaking could best be accomplished by:

"the provision, operation, and maintenance of the infrastructure required to shift GO Train Service in Hamilton from the CN corridor to the CP corridor (with passenger service terminating at the CP/TH&B Station) and the incremental increase in GO Train service up to the level of service that can be accommodated by the existing single track through the Hunter Street Tunnel. More specifically, the infrastructure which will be required to implement the undertaking is outlined in section 6.1 of the EA and can be summarized as follows:

* *a single additional track from the vicinity of Cumberland Avenue in Burlington to Hamilton Junction on CN Rail's Oakville Subdivision in Burlington, and in the CP Rail corridor for Hamilton Junction to the west portal of the Hunter Street Tunnel in Hamilton;*

* *two stations - one near Waterdown Road in Burlington with a large parking area and access from Highway 403, and a terminal in Hamilton that will incorporate the functions of the Hamilton Bus terminal at the CP/TH&B Station;*

* *modification of the Victoria Avenue Yard in Hamilton to allow GO Train storage."*

The timing of the increases in level of service is shown on the attached Table 1. It should be noted that no specific recommendations regarding staging are made in the EA. Under the 1988 CP freight schedule the existing tunnel could accommodate a maximum level of GO Train service in the order of 20 trains per day. The reconstruction of the tunnel is therefore not included as part of the preferred alternative; if and when the tunnel is reconstructed, it would be the subject of a separate environmental assessment.

Cont'd.....

GO Transit Service Expansion
Environmental Assessment Act Review

Cont'd .....

The Government review concluded that there were no outstanding concerns which require the proponent to undertake further action. None of the Government reviewers indicated dissatisfaction with the document, the undertaking, or the proponent's planning process.

The Environmental Assessment Branch, however, while not questioning the preferred alternative on any technical ground, had concerns that, *"the planning and documentation for this project, as contained in the EA, has significant shortcomings with respect to an environmental assessment method of analysis".*

The aforementioned departments after reviewing all the documentation, are satisfied that the analysis done by the proponent was satisfactory to determine the necessary facilities that will allow the improvement of Go Train Service in the Study Area.

Various departments are working in close cooperation with GO Transit and their consultants in the design of the TH&B station and pedestrian links surrounding the site and this should continue.

An increase in the level of train service to Hamilton will be of substantial benefit to the City and should be encouraged at the earliest possible time.

GSA:ja
Attach.

TABLE 1: SUMMARY OF INFRASTRUCTURE REQUIREMENTS RELATIVE TO GO TRAIN LEVEL OF SERVICE

LEVEL OF SERVICE IMPROVEMENT	ADDITIONAL INFRASTRUCTURE REQUIRED
1. Existing (3 GO Trains each way daily on CN route)	• none
2. Switch existing GO Trains to CP route in Hamilton	• upgrade/replace CP track, ties and ballast between Hamilton Junction and CP/TH&B Station • install new signal system on CP line between Hamilton Junction and CP/TH&B Station • refurbish CP/TH&B Station for passenger use (minimum) • construct Waterdown Road Station, including platforms, track work, interchange modifications, and first stage of parking lot (see Note on Page 184)
3. Integrate Bus and Train Service in Hamilton	• level of service 2 plus ... • construct bus terminal at CP/TH&B Station site
4. Increase number of GO Trains	• infrastructure requirements depend on exact schedule used and on background freight traffic at the time of increase in service • exact schedules cannot be determined or committed to at this time • infrastructure elements are "triggered" by different types of GO service changes
a) first additional GO train beyond existing service	• level of service 2 plus ... • add new CN mainline track, signals and grading between Cumberland Avenue and the Hamilton Junction area • widen rail structures at Plains Road, Hidden Valley and Valley Inn Road.
4. b) limited two way peak period service (i.e. 3 trains EB, 3 trains WB each peak) (total GO trains in the order of 15 per day)	• level of service 4a plus ... • retire CN Hagersville Subdivision in vicinity of Victoria Avenue and realign CP tracks between Victoria Avenue Yard and CP/TH&B Station (Assuming relocation of CN/CP interchange by others) • reconstruct CP Victoria Avenue Yard to provide GO Train storage
4. c) limited two way peak plus off peak (midday/evening) GO trains with no schedule conflict in study area (total GO trains in the order of 20 per day)	• level of service 4b plus ... • construct an additional CP mainline track between Hamilton Junction and Ray Street/Hunter Street Tunnel west portal • expand/reconstruct structures at Desjardins Canal, Church Access and King Street (the Main Street, Locke Street, Pearl Street, and/or Ray Street structures may also need reconstruction if reinstatement of substandard clearances is not approved).
5. Service amenities (recommended improvements not related to specific levels of train service)	• expand Waterdown Road Station parking lot as required by demand • additional parking, joint-venture, or air rights type of development may be pursued by others at the CP/TH&B • rehabilitate CP/TH&B station building for office use.
THE FOLLOWING LEVEL OF SERVICE IMPROVEMENT IS NOT PART OF THE RECOMMENDATIONS OF THIS ENVIRONMENTAL ASSESSMENT STUDY. LISTING PROVIDED FOR INFORMATION ONLY	
6. Full (20 minute) two way peak period service and/or hourly off-peak service and/or service with schedule conflicts in study area	• level of service 4c plus ... • reconstruct Hunter Street Tunnel for two tracks • add a third CP track between Main Street Junction and the west tunnel portal • add a fourth CN main line track between Burlington and the Hamilton Junction area.

CITY OF HAMILTON

- RECOMMENDATION -

E.

DATE: 1992 January 15
T103-03 (287) J. K. Clairmont

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Proposed Closure: East/West Alleyway Adjacent to 103 East 19th Street and Northerly 10 metres of North/South Alleyway at the Rear of 103 East 19th Street

RECOMMENDATION:

a) i) That the City Solicitor be authorized to make an application to a District Court Judge under Section 82 of the Registry Act, R.S.O. 1980, for an order to stop-up, close and sell the unassumed east/west alleyway adjacent to number 103 East 19th Street and the northerly 10 metres of the north/south alleyway at the rear of 103 East 19th Street, more particularly described as parts 1 and 2 on Reference Plan 62R-11914;

ii) That the Commissioner of Transportation/Environmental Services be directed to sign an affidavit setting out that no public funds have been expended on the alley to be closed;

iii) That the documentation regarding the application to the District Court Judge be prepared by the applicant, to the satisfaction of the City Solicitor, and that the applicant be responsible for all fees payable in District Court;

iv) That the Applicant register a reference plan under The Registry Act; said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, and that it delineate the manner in which the closed portion is to be distributed to the abutting owner and that the applicant deposit a reproducible copy of said plan, with the Regional Surveyor;

Cont'd...

Proposed Closure: East/West Alleyway Adjacent to 103 East 19th Street

Cont'd...

v) That the Commissioner of Transportation/Environmental Services be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval for the proposed closing pursuant to Section 48 of the Regional Municipality of Hamilton-Wentworth Act;

vi) That the Director of Property be authorized to proceed with the disposition of the subject lands to the abutting owner.

b) Provided the Judge's Order to close the highway is granted:

i) That the Commissioner of Transportation/Environmental Services be directed to prepare a by-law for the sale of the closed alleyway to the abutting owner;

ii) That the City Clerk be directed to publish a notice pursuant to Section 301 of The Municipal Act, R.S.O. 1980, of the City's intention to pass the by-law.

c) That item 9 (b) of the tenth report of the Transport and Environment Committee, approved by City Council on July 30, 1991 be amended by inserting after "(42.6 metres) more or less" in the tenth line, the following: "Said alley also to include part of the alley lying immediately east of Lot 50, Registered Plan 541, designated as the southerly 27.91 feet of Part 2 on Plan 62R-11914.

per E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

A request has been received from F. Daskaluk (103 East 19th Street Hamilton L9A 4R9), the abutting owner of the subject alleyway, to close the east/west alleyway adjacent to number 103 East 19th Street and the northerly 10 metres of the north/south alley at the rear of number 103 East 19th Street.

Cont'd...

Proposed Closure: East/West Alleyway Adjacent to 103 East 19th Street

Cont'd...

The applicant has used the east/west alleyway for access to the rear of his property and has parked his vehicle in the northerly 10 metre section of the north/south alleyway. The applicant would like to have the above mentioned alleyways incorporated into his deed should he eventually decide to sell his property.

The City is the abutting owner to the north and has executed an Offer to Purchase with the applicant to allow for the applicant to purchase the entire alleyway. This offer to purchase was previously approved by City Council; however, the description inadvertently omitted the westerly half of the north-south section of the alley.

The present alley system is in the block bounded by East 19th, Inverness Avenue, Upper Wentworth Street and Concession Street.

This Department circulated a notice of closure to the affected municipal departments, public utilities and the abutting property residents/owners. No objections were received from any municipal department or public utility company.

The results of the notification to residents and owners are as follows:

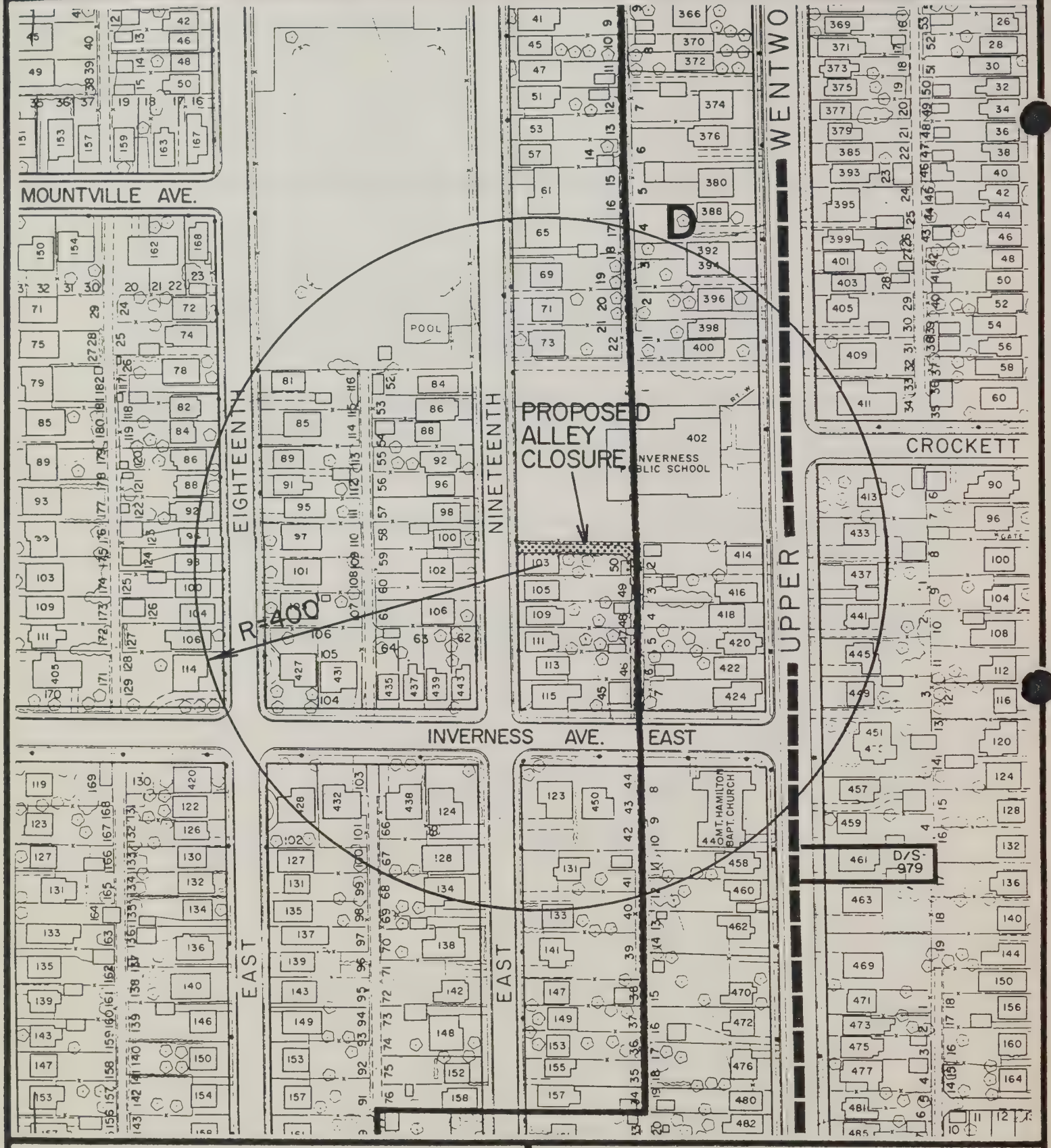
Total number circularized: 41

In favour: 13 Opposed: 0 No response: 28

As there was no opposition to this closure request from area residents, municipal departments or utility companies, this Department would recommend in favour of the request.

JKC:kk

cc: A. Zuidema, Law Department
cc: Alderman H. Merling
cc: Alderman T. Anderson
cc: M. J. Watson, Property Department



LOCATION PLAN FOR PROPOSED ALLEY CLOSURE OF THE EAST-WEST ALLEY ALONG THE NORTH SIDE AND THE PORTION OF THE NORTH-SOUTH ALLEY ADJACENT TO THE REAR OF 103 EAST NINETEENTH ST.

REGIONAL MUNICIPALITY OF HAMILTON - WENTWORTH
DEPARTMENT OF ENGINEERING

LEGEND

PROPOSED ALLEY CLOSURE

SCALE	FILE NO.	NORTH
N. T. S.	T103 – 03 (287)	

CONSENT AGENDA

Transport and Environment Committee
Monday, 1992 January 20
9:30 o'clock a.m.
Room 233, City Hall

A G E N D A

A. **ADOPTION OF THE MINUTES**

Minutes of the Meeting held Monday, 1992 January 6

B. **SENIOR DIRECTOR, REGIONAL ROADS DEPARTMENT**

i. 1991 Servicing Expenditures Related to Subdivisions

ii. Encroachment Agreements

iii. Incorporating Certain City Lands into Various Streets By By-law

iv. Amendment to the City Streets By-law,
Advertising Signs on City of Hamilton Road Allowance

C. **DIRECTOR OF PUBLIC WORKS**

Restructuring of Horticulture Section of the
Parks Division of the Public Works Department

D. **DIRECTOR OF TRAFFIC SERVICES**

(a) Parking Regulations

i. 85 Albany Avenue, Request for a Reserved "Permit Parking" space for a Handicapped Resident

ii. 59 Picton Street West, Request for a Reserved "Permit Parking" space for a Handicapped Resident

iii. 113 Ray Street North, Request for a Reserved "Permit Parking" space for a Handicapped Resident

iv. West 3rd Street between McElroy Road West and
South Bend Road West

v. North Side of Dunsmure Road, west of Ottawa Street North

(b) Application for Boulevard Parking

Howard E. Katz, 2 Ray Street South

1A.

Monday, 1992 January 6
9:30 o'clock a.m.
Room 233, City Hall

The Transport and Environment Committee met.

There were present: Alderman H. Merling, Chairperson
Alderman V. Agro, Vice-Chairperson
Alderman M. Kiss
Alderman D. Morelli
Alderman D. Wilson
Alderman F. Eisenberger
Alderman T. Jackson
Alderman F. D'Amico

Regrets: Mayor R. Morrow

Also Present: Alderman D. Ross
Alderman G. Copps
Alderman D. Drury
Alderman D. Agostino
Alderman B. Charters
Joe Pavelka, Acting Chief Administrative Officer
Bernice Price, Hamilton Safety Council
Susan Wilson, Board of Education
Doug Lobo, Acting Director, Public Works
Reg Meiers, Public Works Department
Geoff Aston, Engineering Department
Mike Watson, Property Department
Mr. M. Main, Director of Traffic Services
Martin White, Traffic Department
Tom Bradley, Purchasing Department
Tina Agnello, Secretary
Kevin Christenson, Legislative Assistant
Vince Sferazza, Assistant to Chief Administrative Officer

1. **INDUCTIONS**

As this was the first meeting of the newly appointed Transport and Environment Committee, the Chairperson introduced the Committee members.

2. **CONSENT AGENDA**

The consent agenda was approved in its entirety with the exception of Item E(vii) which is dealt with under "OTHER BUSINESS"

A. **ADOPTION OF THE MINUTES**

The minutes of the meeting of October 21, 1991 were adopted as circulated.

B. CITY SOLICITOR

(a) **Amendment to By-law No. 86-77, Service Club Signs of Highways**

As recommended by the City Solicitor in a report dated November 13, 1991, the Committee recommended to Council as follows:

That the appropriate by-law to amend By-law No. 86-77 to allow the placement of service club signs upon the road allowance be enacted by City Council.

(b) **Repeal of By-law 91-095, by-law to expropriate 837 West 5th Street**

As recommended by the City Solicitor in a report dated December 23, 1991, the Committee recommended to Council as follows:

That the by-law to repeal By-law No. 91-095, a by-law to expropriate 837 West 5th Street be enacted and registered on title.

(c) **By-law to authorize the construction of local improvements of concrete sidewalks on the north side of Concession Street from Belvidere Avenue to approximately 99m easterly**

As recommended by the City Solicitor in a report dated October 31, 1991, the Committee recommended to Council as follows:

That City Council enact the appropriate By-law to authorize the construction of local improvements of a concrete sidewalk on the north side of Concession Street from Belvidere Avenue to approx. 99m easterly.

(d) **By-law to authorize the construction of local improvements of concrete sidewalks on both sides of Upper Ottawa Street between Stone Church and Rymal Road**

As recommended by the City Solicitor in a report dated October 31, 1991, the Committee recommended to Council as follows:

That City Council enact the appropriate By-law to authorize the construction of local improvements of concrete sidewalks on both sides of Upper Ottawa Street between Stone Church Road and Rymal Road.

(e) **By-law to authorize additional expenditures for the construction of local improvements of concrete sidewalks on Stone Church Road West**

As recommended by the City Solicitor in a report dated November 29, 1991, the Committee recommended to Council as follows:

That City Council enact the appropriate By-law to authorize additional expenditure for the construction of local improvements of concrete sidewalks on Stone Church Road West.

(f) **By-law to authorize additional expenditure for the construction of local improvement of concrete sidewalks on the east side of Sanitorium Road between Scenic Drive and Bendamere Avenue**

As recommended in a report dated December 3, 1991, the Committee recommended to Council as follows:

That City Council enact the appropriate By-law to authorize additional expenditure for the construction of local improvements of concrete sidewalks on the east side of Sanatorium Road between Scenic Drive and Bendamere Avenue.

(g) **By-law to authorize additional expenditure for the construction of local improvements of concrete sidewalks on the south side of Mohawk Road West from Upper Horning Road to West City limits**

As recommended in a report dated December 4, 1991, the Committee recommended to Council as follows:

That City Council enact the appropriate By-law to authorize additional expenditure for the construction of local improvements of concrete sidewalks on the south side of Mohawk Road West from Upper Horning Road to west City limits.

(h) **By-law to authorize additional expenditure of for the construction of local improvements of concrete sidewalks on the south side of Barton Street from Kenora Avenue to Centennial Parkway**

As recommended in a report dated December 4, 1991, the Committee recommended to Council as follows:

That City Council enact the appropriate By-law to authorize additional expenditure for the construction of local improvements of concrete sidewalks on the south side of Barton Street from Kenora Avenue to Centennial Parkway.

C. DIRECTOR OF PROPERTY

(a) **Sale to Lockwood Motors Ltd. of one half of the alleyway running north/south from Cannon Street East to Kelly Street between Ferguson Avenue and Elgin Street**

As recommended by the Director of Property in a report dated October 31, 1991, the Committee recommended to Council as follows:

(i) That an Offer to Purchase, executed by Lockwood Motors Limited (Ronald Lockwood), on October 24, 1991 and scheduled to close sixty (60) days after the enactment of a by-law to sell the closed alleyway between Elgin Street and Ferguson Avenue from Kelly Street to Cannon Street, for the purchase of one half of the alleyway running north/south from Cannon Street East to Kelly Street between Ferguson Avenue and Elgin Street, containing 191.08 square metres (2,056.86 square feet), more or less, be approved and completed. The purchase price of $24,000.00 be credited to Account Number CF 5698 42900200 (Central/Beasley P.R.I.D.E.).

(ii) That a certified deposit cheque in the amount of $2,400.00 be held by the City Treasurer pending approval of this transaction.

(b) **Sale of one foot reserve - Acadia Street to 603976 Ontario Ltd.**

As recommended by the Director of Property in a report dated November 6, 1991, the Committee recommended to Council as follows:

That an Offer to Purchase, executed by 603976 Ontario Limited (Dan Valentini, President) on October 28, 1991 and scheduled for closing on or before January 13, 1992, for the purchase of a One Foot Reserve, be approved and completed. The subject property is a 1 foot strip of land along the easterly limit of Acadia Drive, shown as Part 1 on Plan 62R-11934, containing an area of 24.83 square metres (267.27 square feet). The purchase price of $1.00 be credited to Account Number CH 4X501 00107 (Services through Unsubdivided Land).

(c) **Purchase of land required for the extension of Forbes Street from Bernardo DiVincenzo, Luigi DiVincenzo and Gianfranco Testa - Part of Property at 11 Forbes Street.**

As recommended by the Director of Property in a report dated November 6, 1991, the Committee recommended to Council as follows:

(i) That an Option to Purchase, executed by Berardo DiVincenzo, Luigi DiVincenzo and Gianfranco Testa on October 28, 1991 and scheduled for closing on or before January 27, 1992, for the purchase of part of the property at 11 Forbes Street required for the extension of Forbes Street in the Blossom Estate Subdivision, be approved and completed. The subject parcel contains 2,376 square feet (.054 acre), more or less, and is shown as Part 5 on Plan 62R-10161. The purchase price of $4.00 be charged to Account Number CH 5X303 00107 (Reserve for City's Share of Services through Unsubdivided Lands - Transportation Capital) in which sufficient funds are available to finalize this transaction.

(ii) That consideration in the amount of $2.00 has been paid to the owners and forms part of the purchase price.

D. **MANAGER OF PURCHASING**

(a) **Supply and Delivery of Office Furniture, Traffic Operations Centre**

As recommended by the Manager of Purchasing in a report dated November 21, 1991, the Committee recommended to Council as follows:

(i) That a purchase order be issued to The Ultimate Source Group, Burlington, in the amount of $63,795.15, for the supply and delivery of office furniture for the Traffic Operations Centre, being the lowest acceptable of seven tenders received, in accordance with specifications issued by the Manager of Purchasing and Vendor's tender, and that this expenditure be financed through Traffic Operations Centre Account No. CF5500-75884100.

(ii) That, because the official opening of the new centre is January, 1992 and there are long lead times for deliveries, the above has been processed through the emergency procedures of the City of Hamilton Purchasing Policy, that states "An order can be placed upon the approval of two of the following: the Mayor, an appropriate Committee Chairman, the C.A.O. and that any action taken under this provision to be reported to the next regular meeting of City Council".

(b) **Supply and Delivery of Reflective Sheeting during 1992**

As recommended by the Manager of Purchasing in a report dated December 19, 1991, the Committee recommended to Council as follows:

That a purchase order be issued to 3M Canada Inc., London, for the supply and delivery of reflective sheeting as and when required during 1992, at the unit prices attached, being the only tender received, in accordance with specifications issued by the Manager of Purchasing Vendor's tender, and that this expenditure be financed through Traffic Sign Materials Account No. CH56154 75999.

(c) **Canadian Corps of Commissionaires parking enforcement services for 1992, Traffic Department**

As recommended by the Manager of Purchasing in a report dated December 5, 1991, the Committee recommended to Council as follows:

That a purchase order be issued to the Canadian Corps of Commissionaires (Hamilton), Hamilton, for parking enforcement services for 1992, in accordance with specifications issued by the Manager of Purchasing and Vendor's tender, as follows, and that this expenditure be financed through By-Law Services, Traffic By-Law Enforcement Account No. CH56323 75020:

	Hourly Rate
Sergeant	$11.35
Corporal	10.86
Commissionaire	10.43

G.S.T. extra at 7%

(d) **Extension of purchase orders**

As recommended by the Manager of Purchasing in a report dated December 6, 1991, the Committee recommended to Council as follows:

That the City exercise its option to extend the following purchase orders to April 30, 1992, originally approved by Council October 29, 1991:

(i) Sifto Canada Inc., Mississauga, for the supply and delivery of coarse crushed sodium chloride;

(ii) Lakeview Sand & Gravel, Paris, for the supply and delivery of treated sand

(e) **Extension of labour and equipment rental for snow removal**

As recommended by the Manager of Purchasing in a report dated December 13, 1991, the Committee recommended to Council as follows:

That the City exercise its option to extend the purchase orders to April 30, 1994, with the contractors approved by Council July 30, 1991, Item 7 of the Tenth Report for the rental of equipment and labour for snow removal, at the rates attached thereto on Appendix "A".

E. COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES

(a) **Concrete sidewalk construction limit revision on Sorrento Place**

As recommended by the Manager of Purchasing in a report dated October 30, 1991, the Committee recommended to Council as follows:

That the limits of concrete sidewalk construction on the east side of Sorrento Place, as approved by City Council on July 30, 1991, be amended as follows:

That sidewalks be constructed on the east side of Sorrento Place from the north limit of house #39 southerly to Como Drive, and on the west side of Sorrento Place from the north limit of house #40 southerly to Como Drive.

(b) **Proposed walkway closure Lisgar Neighbourhood between Larch Street and Northgate Drive**

As recommended by the Manager of Purchasing in a report dated November 8, 1991, the Committee recommended to Council as follows:

That Section 26 of the 14th Report of the Transport and Environment Committee adopted by City Council on July 22, 1986, authorizing the City Solicitor to make application to a County Court Judge under Section 82 of the Registry act, R.S.O. 1980, for an order closing the Public Walkway from Larch Street to Northgate Drive as shown on Plan M-89 between Lots 150 and 151, on Reference Plan 62R-8822 be deleted in its entirety and replaced with the following:

(i) That the Commissioner of Transportation/Environmental Services be directed to prepare a By-Law for the stopping up, closing and sale of the Public Walkway from Larch Street to Northgate Drive.

(ii) That the Commissioner of Transportation/Environmental Services be directed to publish a notice pursuant to Section 301 of the Municipal Act R.S.O. 1980, of City Council's intention to pass the By-Law;

(iii) That the Director of Property be directed to proceed with the disposition of the said lands to the abutting owners;

(iv) That the Commissioner of Transportation/Environmental Services register a reference plan under the Registry Act, to delineate the manner in which the closed lands are to be distributed to the abutting owners.

(c) **Temporary change of Depew Street between Burlington Street and Gertrude Street from two-way to one-way south on Sunday, December 15, 1991**

As recommended by the Manager of Purchasing in a report dated December 30, 1991, the Committee recommended to Council as follows:

That the action of the Commissioner of Transportation/Environmental Services in approving the application of Dofasco Incorporated to temporarily change Depew Street from a two-way street to a one-way street between Burlington Street and Gertrude Street, on Sunday December 15, 1991 from 8:00 a.m. to 5:00 p.m. to facilitate their "Annual Christmas Party" be approved, subject to the following conditions:

(i) That the applicant receive "Temporary Street Closure Application" approval from Regional Police Services, Traffic Division, and that all barricading, detour signing and traffic control be subject to the direction of Regional Police Services, and that all actual costs be at the expense of the organizing group;

(ii) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department; on the affected roadways, if deemed appropriate, at the expense of the organizing group;

(iii) That the applicant ensure that clean-up operations will be carried out immediately before the re-opening of the roads, at no cost to the City;

(iv) That the applicant provide proof of $2,000,000 public liability insurance, naming the City as an added insured party with a provision for cross liability, and holding the City harmless from all actions, causes of actions, interest, claims, demands, costs, damages, expenses and loss;

(v) That the applicant reimburse Regional Police Services, Regional Engineering Department, City of Hamilton Traffic Department and any other agency for any costs incurred by these agencies as a result of this event;

(vi) That no property owner or resident within the barricaded area be denied access to their property if requested;

(vii) That all property owners and tenants along the closed portion of the route be notified of the change in the street direction, by the applicant at least four weeks prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services;

(viii) That the Commissioner of Transportation/Environmental Services be authorized to approve similar requests by Dofasco for this event in subsequent years, subject to the above-noted conditions.

(d) **Incorporating certain City lands into various street by-law**

As recommended by the Manager of Purchasing in a report dated November 8, 1991, the Committee recommended to Council as follows:

(i) That the following City lands be incorporated into the various streets as noted below:

Elmore Drive	Part of Block "F", Plan 62M-273
Annabelle Street	Parts 1,2,4 on Plan 62R-11658 - and Part 1 on Plan 62R-11755

(ii) That the appropriate By-Laws to carry out the incorporation of the said lands into the foregoing streets be enacted by Council.

(iii) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-laws.

(e) **Rescind Approval to close the unassumed north/south alleyway from Brucedale Avenue and Fennell Avenue between East 25th and East 26th Streets**

As recommended by the Manager of Purchasing in a report dated November 8, 1991, the Committee recommended to Council as follows:

That the approval granted by City Council on October 8, 1985 in adopting Item 31, of the 17th Report of the Transport and Environment Committee to close the unassumed north/south alleyway from Brucedale Avenue and Fennell Avenue between East 25th Street and East 26th Street, be deleted in its entirety.

(f) **Rescind approval to close the unassumed north/south alleyway west of East 16th Street between Inverness Avenue and Thaynor Avenue, Inch Park Neighbourhood**

As recommended by the Manager of Purchasing in a report dated November 8, 1991, the Committee recommended to Council as follows:

That the approval granted by City Council on October 25, 1988, in adopting Item 6, of the 15th Report of the Transport and Environment Committee to close the unassumed north/south alleyway west of East 16th Street between Inverness Avenue and Thayer Avenue, Inch Park Neighbourhood, be deleted in its entirety.

(g) **1991 Servicing expenditure related to subdivision**

As recommended by the Manager of Purchasing in a report dated November 8, 1991, the Committee recommended to Council as follows:

(i) That the additional funding in the amount of $1,300 for the City's share of municipal services in "Gagliano Gardens" subdivision be approved.

(ii) That the Finance and Administration Committee recommend the source of funding.

(h) **Revision of Annual Charges for Overweight Permits**

As recommended by the Manager of Purchasing in a report dated December 24, 1991, the Committee recommended to Council as follows:

(i) That the existing 1991 charges per metric tonne of overload be amended for 1992 as follows:

Type of Vehicle	1991 Charge	% Increase	1992 Charge
Tractor Trailer	$127.00	3.0%	$131.00
Single Unit Truck	$212.00	3.0%	$218.00

(ii) That the above fees be reviewed each year.

(i) **Annual Overload Permit - Muscillo Transport Ltd.**

As recommended by the Manager of Purchasing in a report dated December 27, 1991, the Committee recommended to Council as follows:

(i) That in accordance with By-Law 89-72, that Muscillo Transport Limited be given an Annual Overload Permit for the year 1992 for eight (8) tractor trailers to travel upon Wilcox Street, Windermere Road, and Strathearne Avenue;

(ii) That 11% of the total fee of $6,288.00, or $692.00, be credited to City account No. 25827011 (Overload Permit Fees), and that 89% or $5,596.00 be credited to Regional Account No. 46025-301502.

(j) **Annual Overload Permit - Willis Transport Incorporated**

As recommended by the Manager of Purchasing in a report dated December 30, 1991, the Committee recommended to Council as follows:

(i) That in accordance with By-Law 89-72, that Willis Transport Incorporated be given an Annual Overload Permit for the year 1992 for two (2) tractor trailers to travel upon Strathearne Avenue and Ferguson Avenue;

(ii) That 15% of the total fee of $2,358.00 or $354.00 be credited to City account No. 25827011 (Overload Permit Fees), and that 85% or $2,004.00 be credited to Regional Account No. 46025-301502.

(k) **Banner Display Application**

As recommended by the Manager of Purchasing in a report dated December 17, 1991, the Committee recommended to Council as follows:

That the action of the Commissioner of Transportation/Environmental Services be confirmed in authorizing:

The Women's Centre of Hamilton-Wentworth (80 Augusta Street, Hamilton, L8N 1R2) to display a promotional banner across Main Street West, in front of City Hall from November 25, 1991 to December 2, 1991, with the following message:

WIFE ASSAULT PREVENTION MONTH - END VIOLENCE AGAINST WOMEN CALL THE WOMEN'S CENTRE - 522-0127

(l) **Discharge of easement known as Instrument No. 37834 A.B. over a part of the lands of Maurice C. Carter Holdings Ltd., 155 Cannon Street East, Hamilton**

As recommended by the Manager of Purchasing in a report dated December 24, 1991, the Committee recommended as follows:

(i) That the Mayor and City Clerk be authorized and directed to execute the required documentation to discharge an easement, known as Instrument No. 37834 A.B., for "Air Rights" affecting the lands of Maurice C. Carter Holdings Ltd. at 155 Cannon Street East, Hamilton;

(ii) That the City Solicitor be authorized and directed to prepare and register the necessary discharge documentation.

F. DIRECTOR OF TRAFFIC SERVICES

Pursuant to various recommendations in reports submitted by the Director of Traffic Services, the Committee recommended to Council that the City Traffic By-law 89-72 be amended as follows:

A. **Parking Regulations**

(a) (i) That the existing "Alternate Side Parking" regulation on Greenaway Avenue between Cannon Street and Wilson Street be removed;

(ii) That a "No Parking" regulation be implemented on the west side of Greenaway Avenue between Cannon Street and Wilson Street.

(b) That the existing "No Stopping" corner clearance on the north side of Maplewood Avenue which commences at Balsam Avenue South and extends to a point 66 feet westerly therefrom, be shortened, such that the regulation commences at Balsam Avenue South and extends to a point 46 feet westerly therefrom.

(c) That a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on both sides of West 2nd Street between McElroy Road West and Wembley Road.

(d) That an "Alternate Side Parking" regulation be implemented on Dallas Avenue between East 37th Street and the west end, such that parking is prohibited;

(i) on the north side of the street during the months of December, January, February and March and from the 1st to the 15th of April, May, June, July, August, September, October and November;

(ii) on the south side of the street from the 16th to the last day of April, May, June, July, August, September, October and November.

(e) (i) That the existing "No Parking" regulation on the west side of Glen Echo Drive commencing 106 feet north of the extension of the north curb of the southerly leg of Loyalist Drive and extending to a point 102 feet northerly therefrom be removed;

(ii) That a "No Stopping School Bus Loading Zone 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the west side of Glen Echo Drive commencing at a point 106 feet north of the extension of the north curb line of the southerly leg of Loyalist Drive and extending to a point 102 feet northerly therefrom.

(f) That the existing "No Stopping, Wheelchair Loading Only, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the west side of East 38th Street which commences at a point 295 feet south of Fennell Avenue and extends to a point 25 feet southerly therefrom, be relocated, such that the regulation commences at a point 365 feet south of Fennell Avenue and extends to a point 25 southerly therefrom.

(g) (i) That a "Permit Parking" regulation be implemented on the west side of San Remo Drive commencing at a point 98 feet south of San Francisco Avenue and extending to a point 20 feet southerly therefrom;

(ii) That the Director of Traffic Services be authorized to issue, upon request, one parking permit Mr. Gerald White, 88 San Remo Drive.

(h) (i) That a "Permit Parking" regulation be implemented on the west side of Tisdale Street North, commencing at a point 77 feet north of King William Street and extending to a point 20 feet northerly therefrom;

(ii) That a "Permit Parking" regulation be implemented on the east side of Tisdale Street North, commencing at a point 38 feet north of King William Street and extending to a point 20 feet northerly therefrom;

(iii) That the Director of Traffic Services be authorized to issue, upon request, one parking permit to Mary Camara, 31 Tisdale Street North.

(i) That the existing "Permit Parking" regulation on the west side of Magill Street, commencing at a point 345 feet north of York Boulevard and extending to a point 20 feet northerly therefrom, be removed.

(j) That the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of Bobolink Road commencing at a point 40 feet east of Meadowlark Drive and extending to a point 80 feet easterly therefrom be extended such that the regulation commences at a point 40 feet east of Meadowlark Drive and extends to a point 120 feet easterly therefrom.

(k) That a "No Stopping, Wheelchair Loading Only 24 hours a day, Monday to Friday" regulation be implemented on the west side of Normanhurst Avenue commencing at a point 307 feet north of Dunsmure Road and extending to a point 28 feet northerly therefrom.

(l) That a "No Parking" regulation be implemented on the south side of Dubarry Boulevard between Currie Street and Lorraine Drive.

(m) That a "No Parking" regulation be implemented on the west side of Lorraine Drive between Reno Avenue and Larch Street.

(n) That a "Two Hour Parking Limit, 24 hours a day, 7 days a week" regulation be implemented on the west side of Regency Street between Mohawk Road East and Summerlea Drive.

(o) That the existing "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on both sides of West Avenue North between Evans Street and Cannon Street be replaced by a "One Hour Parking Time Limit, 24 hours per day, Monday to Saturday" regulation.

(p) That the existing "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on both sides of East Avenue North between Barton Street and Birge Street be replaced with a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation.

(q) That a "No Parking" regulation be implemented on the west side of Emerson Street commencing 85 feet north of Holmes Avenue and extending to a point 27 feet northerly therefrom.

(r) That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of Auchmar Road between Fennell Avenue and Garth Street.

(s) (i) That the existing "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" and "Alternate Side Parking" regulations on Emerald Street South between Main Street East and Hunter Street East be replaced by a "One Hour Parking Time Limit, 24 hours a day, 7 days a week" regulation on the west side of the street and a "No Parking" regulation on the east side of the street;

(iii) That parking be prohibited on the north side of the south leg of Tyrone Drive commencing at Tyrone Drive and extending to a point 67 feet easterly therefrom.

C. **Corner Clearance**

(a) (i) That a "No Stopping" corner clearance be implemented on the east side of Highridge Avenue commencing at Swan Street and extending to a point 59 feet northerly therefrom;

(ii) That a "No Stopping" corner clearance be implemented on the east side of Highridge Avenue commencing at Swan Street and extending to a point 69 feet southerly therefrom.

(b) That a "No Stopping" corner clearance be implemented on the north side of Vansitmart Avenue commencing at Division Street and extending to a point 74 feet easterly therefrom.

(c) That parking be prohibited on the north side of Margate Avenue commencing at Princeton Drive and extending to a point 98 feet easterly therefrom.

(d) That a "No Stopping" regulation be implemented on the south side of Toby Crescent commencing at Grenadier Drive and extending to a point 70 feet westerly therefrom.

D. **No. 276 Mountain Park Avenue - Application for a Time Limit Exemption Permit**

As recommended by the Director of Traffic Services in a report dated October 25, 1991, the Committee recommended to Council as follows:

That the Director of Traffic Services be authorized to issue, upon request, one time limit exemption permit to each of the first two eligible applicants residing in the building at No. 276 Mountain Park Avenue.

E. **Truscan Realty Ltd., 938 King Street West - Application for Boulevard Parking**

As recommended by the Director of Traffic Services in a report dated October 23, 1991, the Committee recommended to Council as follows:

That the application by Truscan Realty Limited to lease a portion of the boulevard of King Street West adjacent to 938 King Street West be approved provided that:

(a) The applicant pays the $213.40 annual fee in accordance with the fee structure approved by City Council on 1986 March 25, in addition to the $10.00 encroachment insurance charge approved by City Council on 1984 February 14.

(b) The owner pays a one time $25.00 registration fee as approved by City Council on 1986 January 14.

(c) The owner pays a one time $25.00 registration fee to discharge the existing boulevard parking agreement.

(d) The owner pays a one time $160.05 processing fee, as approved by City Council on 1990 March 27.

(e) The owner complies with the requirements as set out in the policy approved by City Council on 1975 June 25, respecting using a portion of the road allowance for parking purposes.

(f) The parking area be constructed and maintained at the owner's expense.

(g) The owner executes an agreement satisfactory to the City Solicitor, to indemnify an save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.

F. **Bayfront/Nash Route - New Bus Stops and Bus Stop Relocation**

As recommended by the Director of Traffic Services in a report dated December 19, 1991, the Committee recommended to Council as follows:

(a) That in accordance with the request by the Hamilton Street Railway Company;

(i) the following new bus stops be approved:

Route 4 Bayfront/Nash

Inbound - Greenhill Avenue, north side, 377 feet east of the east curb line of Mount Albion Road (MB)

Outbound - Greenhill Avenue, south side, 194 feet east of the east curb line of Mount Albion Road (MB),

(ii) the following bus stop relocation be approved:

Route 4 Bayfront/Nash

Inbound - Greenhill Avenue, south side, from 24 feet west of the west curb line of Quigley Road (N/S) to Quigley Road, 233 feet north of the north curb line of Greenhill Avenue (F/S).

(b) That City Traffic By-law 89-72 be amended accordingly.

G. **Neighbourhood Watch Program for the Glenview East Neighbourhood**

As recommended by the Director of Traffic Services in a report dated December 19, 1991, the Committee recommended to Council as follows:

(a) That the Glenview East Neighbourhood be designated as a Neighbourhood Watch Area;

(b) That Neighbourhood Watch signs for the Glenview East Neighbourhood be erected and maintained by the City Traffic Department, as long as this neighbourhood maintains an active Neighbourhood Watch Program as determined by the Regional Police Department;

(c) That the necessary funds be charged to account No. 55301-75030 (Neighbourhood Watch Program).

H. **Erection of Special Street Name Signs in the Westdale Business Improvement Area**

As recommended by the Director of Traffic Services in a report dated December 11, 1991, the Committee recommended to Council as follows:

(a) That the style of special street name sign submitted by the Westdale B.I.A. as illustrated in the drawing attached hereto as Appendix "B" be approved and,

(b) That the City of Hamilton Traffic Department be authorized to install and maintain the special street name signs as provided by the B.I.A. on King Street West from Sterling Street to Cline Avenue North, inclusive.

G. <u>SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE</u>

1992 Ontario Good Roads Association Conference, February 23 to 26, 1991 - Toronto

As recommended by the Secretary of the Transport and Environment Committee in a report dated November 18, 1991, the Committee recommended to Council as follows:

(a) That the Chairman or his designate be authorized to attend the 1992 Annual Conference of the Ontario Good Roads Association to take place on February 23 to 26, 1991 at the Royal York Hotel.

(b) That costs for attendance be allocated to Alderman Travel Account No. CH55201-10010 from the 1991 Operating Budget.

3. DELEGATIONS

(a) **Greenhill Avenue between Vienna Street and Pavarotti Court - Parking Prohibition**

The Committee agreed to table this item until further notice from the Ward Alderman.

(b) **Intersection Control - Greenhill & Monte Drive and Greenhill Avenue and Summercrest Drive (previously tabled)**

The Committee agreed to table this item until further notice from the Ward Alderman.

4. DIRECTOR OF PUBLIC WORKS

4.1 **Construction of an independent concrete sidewalk on the east side of Upper Paradise adjacent to St. Thomas More School, 1045 Upper Paradise Road**

As recommended by the Director of Public Works in a report dated December 23, 1991, the Committee recommended to Council as follows:

(a) That the construction of an independent concrete sidewalk on the east side of Upper Paradise Road adjacent to St. Thomas More School, 1045 Upper Paradise Road proceed as a local improvement pursuant to Section 11 of the Local Improvement Act at an estimated gross cost of ten thousand, seven hundred and eighteen dollars and nineteen cents ($10,718.19) as provided in the 1991 portion of the 1991 to 1995 Capital Budget with a City's share of zero dollars;

(b) That once the Hamilton-Wentworth Roman Catholic Separate School Board commutes the owner's share which is ten thousand, seven hundred and eighteen dollars and nineteen cents ($10,718.19), that the City Treasurer be authorized and directed to pay Invoice Number 19950 from Standard Paving Company for ten thousand, seven hundred and eighteen dollars and nineteen cents ($10,718.19).

4.2 **1992 Capital Budget Hamilton Hydro Streetlight Construction Programme**

As recommended by the Director of Public Works in a report dated December 20, 1991, the Committee approved the following recommendation:

(a) That Hamilton Hydro-Electric System's proposed 1992 Streetlight Construction Programme be received.

(b) That the Committee request the approval of the Finance and Administration Committee to spend up to two hundred and three thousand dollars ($203,000) of the proposed three hundred and sixty-one thousand, five hundred dollars ($361,500), 1992 Streetlight Construction Programme to allow for Hamilton Hydro Electric System's preparation and construction to commence prior to final budget approval.

4.3 **1992 Proposed Road and Sidewalk Capital Improvement Program**

Prior to voting on the motion, Alderman Agostino expressed his concern over less money being spent in 1992 than 1991. Alderman Merling explained that Council expects staff to practice restraint in its programs and staff is following the Council's directive.

As recommended by the Director of Public Works in a report dated December 23, 1991, the Committee approved the following:

(a) That the proposed 1992 Road and Sidewalk Capital Improvement Programme in the amount of eight million, one hundred and twenty thousand dollars ($8,120,000) be received;

(b) That the Committee request the approval of the Finance and Administration Committee to spend up to two million, seven hundred and sixty-one thousand dollars ($2,761,000) of the proposed eight million, one hundred and twenty thousand dollars ($8,120,000), 1992 Road and Sidewalk Capital Improvement Programme to allow for tendering and construction to occur prior to the final budget approval;

(c) That the Commissioner of Transportation/Environmental Services be authorized to undertake the works on behalf of the City of Hamilton once all necessary approvals have been received.

4.4 **Public Works Department - Streets and Sanitation Division 1992-1996**

As recommended by the Director of Public Works in a report dated December 20, 1991, the Committee approved the following:

That the Transport and Environment Committee submit the Capital Projects from the Public Works Department - Streets Division to the Finance and Administration Committee for consideration in the five (5) year Provisional Capital Budget (1992 - 1996).

4.5 **1992 to 1996 Public Works Capital Budget (formerly Engineering)**

As recommended by the Director of Public Works in a report dated January 2, 1992, the Committee approved the following:

That the Transport and Environment Committee submit the 1992 - 1996 Public Works Capital Budgets - Streets Division - formerly Engineering Department submissions), to the Finance and Administration Committee for consideration in the five (5) year provisional Capital Budget - 1992 - 1996.

4.6 **Acting Director of Public Works - Mr. D. Lobo**

The Committee forwarded to Council the recommendation of the Director of Public Works dated December 1991 as amended as follows:

That Mr. D. Lobo, the Manager of Streets and Sanitation, be appointed to be the Acting Director of Public Works while Mr. Pavelka is the Acting C.A.O.

4.7 **Residential Boulevard Parking - 174 Market Street**

The Committee was in receipt of a report from the Director of Public Works dated December 20, 1991.

Following brief discussion, the Committee moved to table this item upon the request of Alderman Agro.

5. COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES

5.1 **Transfer from PCB Waste Storage Site No. 301-89A-003 (55 Goldthorne Avenue, Etobicoke) to Site No. 201-85A-049 (1632 Burlington Street, Hamilton)**

A discussion ensued regarding comments to be forwarded to the Ministry of the Environment by the end of October, 1991, and the Committee has not met since early October 1991.

The Committee was of the impression that the transfer has already been completed.

Prior to voting on the motion, the Committee directed the Acting C.A.O. to forward a letter to the Ministry of the Environment requesting that approval of applications be given only after comment from the City Council has been received.

Mr. Vogt of the Ministry of the Environment is to be invited to a subsequent meeting of the Transport and Environment Committee.

As recommended by the Commissioner of Transportation/Environmental Services in a report dated October 30, 1991, the Committee recommended to Council as follows:

(a) That the West Central Region Branch of the Ontario Ministry of the Environment (MOE) be advised that the City of Hamilton has no objection to the transfer of PCB waste from PCB Storage Site No. 301-89A-003, 55 Goldthorne Avenue, Etobicoke, to PCB Storage Site No. 201-85A-049 at 1632 Burlington Street, Hamilton, provided that all environmental safeguards normally associated with this type of activity are implemented to the satisfaction of the Ministry, and that all applicable City of Hamilton and Regional By-Laws are complied with fully.

(b) That a copy of this report and its attachments be submitted to the West Central Region Branch of the MOE for their information.

5.2 **Pat's Disposal Service Ltd. Application for a Certificate of Approval for a Waste Disposal Site (Processing)**

The Committee was in receipt of a report from the Commissioner of Transportation/Environmental Services dated October 23, 1991.

Discussion ensued regarding comments requested by the Ministry of the Environment from Council and approvals given to applicants.

The Committee directed that the report be forwarded to the Environmental Services Committee for review and comment and that their comments be referred back to the Transport and Environment Committee.

5.3 **1992/1996 Capital Budget - Transportation**

As recommended by the Senior Director of the Road Department in a report dated December 27, 199, the Committee approved the following:

That the submission forms be approved for inclusion in the 1992-1996 City of Hamilton Capital Budget and be forwarded to the Finance and Administration Committee.

The Committee noted that Items 5(d) and (e) "Annual Capital Financing Cost" and "Total Carrying Cost of Retiring Debt" have been omitted. The Secretary was directed to provide these figures from the Treasury Department.

6. DIRECTOR OF TRAFFIC SERVICES

6.1 **Napier Street between Ray Street North & Queen Street North - Parking Regulation**

As recommended by the Director of Traffic Services in a report dated November 27, 1991, the Committee recommended to Council as follows:

(a) That a "Two Hour Parking Time Limit, 24 hours a day, 7 days a week" regulation be implemented on the south side of Napier Street between Queen Street North and Ray Street North;

(b) That the existing "No Parking" regulation on the south side of Napier Street commencing at Queen Street North and extending to a point 350 feet westerly therefrom, be rescinded.;

(c) That City Traffic By-law 89-72 be amended accordingly.

6.2 **Intersection Control - Congress Crescent & Rouge Hill Court**

As recommended by the Director of Traffic Services in a report dated October 25, 1991, the Committee recommended to Council as follows:

(a) That northbound traffic on Rouge Hill Court be required to stop for eastbound and westbound traffic on Congress Court.

(b) That City Traffic By-law 89-72 be amended accordingly.

6.3 **Intersection Control - Dundonald & Rosedale and Dundonald & Cochrane**

Prior to voting in the motion Alderman Agostino requested the Committee to consider implementing 4 way stop control.

As recommended by the Director of Traffic Services in a report dated October 22, 1991, the Committee approved the following:

That no action be taken on the request to implement four-way stop control at the intersections of Dundonald Avenue & Rosedale Avenue or Dundonald Avenue & Cochrane Road.

6.4 **Intersection Control - Bowman Street & Sussex Street**

The Committee was in receipt of a report from the Director of Traffic Services dated November 8, 1991.

Upon the request of Alderman Kiss, the Committee moved to table the matter in order that a delegation may be brought forward to the Committee at a future date.

6.5 **Intersection Control - Herkimer Street & Kent Street**

As recommended by the Director of Traffic Services in a report dated December 27, 1991, the Committee approved the following:

That three-way stop control not be implemented at the intersection of Herkimer Street & Kent Street.

6.6 **Request for School Crossing Guards**

(a) Easterly intersection of Bendamere Avenue & Columbia Drive

The Committee was in receipt of a report from the Director of Traffic Services dated November 8, 1991.

A discussion ensued regarding the necessity of a crossing guard at this location after which time the Committee tabled the item upon the request of Alderman Ross in order that a delegation be invited to a subsequent Transport and Environment Committee meeting.

(b) Intersection of Kenilworth Avenue & Monterey Avenue

The Committee tabled the item upon the request of Alderman Wilson in order that a delegation be invited to a subsequent Transport and Environment Committee meeting.

(c) Intersection of Sanitorium Road & Rice Avenue

The Committee tabled the item upon the request of Alderman Ross in order that delegation be invited to a subsequent Transport and Environment Committee meeting.

(d) Intersection of Main Street West & Whitney Avenue

The Committee tabled the item upon the request of Alderman Kiss in order that a delegation be invited to a subsequent Transport and Environment Committee meeting.

(e) Burlington Street East at Hillyard Street

Following brief discussion, the Committee approved the recommendation of the Director of Traffic Services dated December 11, 1991 as amended and recommended to Council as follows:

(i) That the School Crossing Guard located at Burlington Street East and Hillyard Street be relocated to Burlington Street East and Wentworth Street;

(ii) That the Hamilton-Wentworth Regional Police Department be requested to provide safety training to students from Robert Land School on the proper and safe method of crossing roadways with a traffic signal.

6.7 **Truck Traffic on Lloyd Street**

As recommended by the Director of Traffic Services in a report dated November 13, 1991, the Committee recommended to Council as follows:

(a) That the curb radii be increased at the north-west corner of the intersection of Gage Avenue and Barton Street, and at the north-east corner at the intersection of Barton Street and Chapple Street, and that the necessary funds, estimated to be $55,000.00 for land and construction, be provided in the 1992 sidewalk and roadway reconstruction budget;

(b) That letters be written to Food City and to Consumers Distributing asking that they post notices directing their drivers and other drivers to access the premises to and from Gage Avenue;

(c) That three "To Truck Route" signs be erected on Lloyd Street in the vicinity of the driveways to Food City and Consumers Distributing, indicating that the proper route is directly to Gage Avenue;

(d) That letters be written to Hamilton Builders Supplies and to Armour Viking Lewco Landoil and to the other business premises on Lloyd Street asking them to post notices directing their drivers and other drivers to use the appropriate shortest distance to the truck route;

(e) That "To Truck Route" signs be erected to direct truck movements from Hamilton Builders Supplies, Armour Viking Lewco Landoil and the commercial mall to the nearest truck route;

(f) That a "To Truck Route" sign be erected on Lloyd Street at Chapple Street directing eastbound truck traffic to proceed southerly on Chapple Street to Barton Street;

(g) That the existing "To Truck Route" sign on the west side of Chapple Street north of Lloyd Street be relocated to the south side of the Lloyd and Chapple intersection;

(h) That the directive to erect barriers on Lloyd Street to permit automobile traffic but prohibit truck traffic be rescinded;

(i) That a letter be sent to Consumers Glass thanking them for their cooperation in removing their trucks away from the portion of Lloyd Street between Gage Avenue and Chapple Street.

Alderman Drury commended the staff on the excellent manner in which this matter has been resolved.

6.8 **Intersection of Queen Street & Aberdeen Avenue**

As recommended by the Director of Traffic Services in a report dated October 2, 1991, the Committee recommended to Council as follows:

(a) That a "Signal Your Turn" sign be erected to remind southbound motorists on Queen Street approaching Aberdeen Avenue;

(b) That the Hamilton-Wentworth Regional Police Department be requested to provide additional enforcement of the various moving violations at the intersection of Queen Street and Aberdeen Avenue.

6.9 **Rightsizing of Parking Meter Collection and Maintenance Services**

As recommended by the Director of Traffic Services in a report dated December 19, 1991, the Committee recommended to Council as follows:

(a) That the parking meter maintenance and installation services presently provided by the Traffic Department be transferred to the Hamilton Parking Authority, effective immediately, on the following basis:

(b) That the positions of Traffic Meter Foreman, Traffic Meter Serviceman/Woman I, and two positions of Traffic Serviceman/Woman II in the Traffic Department be deleted;

(c) That vehicle 9296 be transferred from the City to the Parking Authority;

(d) That the ownership of all on-street meters and spare parts inventory be transferred from the City to the Parking Authority;

(e) That furniture and shelving from the parking meter section not required by the Traffic Department be transferred to the Parking Authority.

6.10 **Reorganization of the School Crossing Guard Section of the Traffic Department**

As recommended by the Director of Traffic Services in a report dated December 19, 1991, the Committee recommended to Council as follows:

(a) That the position of School Crossing Administrator be deleted and that the number of School Crossing Supervisors be increased from two to three;

(b) That one School Crossing Clerk position be approved and included in the 1992 budget estimates;

(c) That the Commissioner of Human Resources be requested to determine the appropriate salary schedules for the positions of School Crossing Supervisor and School Crossing Clerk;

(d) That the Director of Property and Director of Traffic Services be directed to investigate and report back on the office/storage space requirements of the School Crossing office.

The Committee also directed that the Traffic Department prepare a comprehensive report on all crossing guard locations within the City of Hamilton, detailing the origination of the request, date of the request, nature of the recommendation and cost of implementation. It was also directed that a map showing all present school crossing locations be drafted which will include the location of all traffic signalized intersections and intersections presently being requested as additional traffic guard locations.

6.11 **1992 - 1996 Capital Budget Program - Traffic Department**

As recommended by the Director of Traffic Services in a report dated December 27, 1991, the Committee approved the following:

That the sum of $130,000 (1992 dollars) be included in the provisional capital budget for each of the years 1992 to 1996 inclusive, for the installation of traffic signals on City jurisdiction roadways and that this request be forwarded to the Finance and Administration Committee.

7. OTHER BUSINESS

7.1 **Consent Agenda Item - Rescind approval to close the unassumed north/south alleyway south of Dunsmure between Melrose & Prospect**

Prior to voting on the motion, a discussion ensued regarding procedures to deal with public unassumed alleyways.

As recommended by the Commissioner of Transportation/Environmental Services in a report dated November 8, 1991, the Committee recommended to Council as follows:

That the approval granted by City Council on March 28, 1989 in adopting Item 17, of the 7th Report of the Transport and Environment Committee to close the unassumed north/south alleyway south of Dunsmure Road between Melrose Avenue South and Prospect Avenue South, be deleted in its entirety.

7.2 **Bernice Price report on Freedom to Move Conference**

Mrs. Price distributed copies of a report on her attendance at the National Forum on Seniors Transportation.

8. ADJOURNMENT

There being no further business, the Committee meeting adjourned.

TAKEN AS READ AND APPROVED,

Tina Agnello
Secretary

ALDERMAN H. MERLING, CHAIRPERSON
TRANSPORT AND ENVIRONMENT COMMITTEE

Appendix "A"

Ref: C14-9-91

NOTE: GST IS EXTRA AT 7% TO ALL PRICES

EQUIPMENT AND LABOUR FOR SNOW REMOVAL 1991-92, 1992-93, 1993-94

1) TRUCK MOUNTED SNOW PLOWS, COMPLETE WITH SNOW WING

	Number of Units Owned	Non-Owned	Make/Model/Year	HOURLY RATE PER TERM Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94
HS&M Landscape & Maintenance Div. of Mikori Investments Inc. 1492 Wallace Road Oakville, Ontario L6L 2Y2	1		17' with Wing 35,000 Single axle Ford 8000 1981	$ 95.00	$105.00	$115.00
All Around Contracting 1-473 Melvin Avenue Hamilton, Ontario L8H 2L8	1		8' blade 1 ton pickup, single axle, '83 Dodge	$ 45.00	$ 48.00	$ 52.00
Greco Bobcat Service & Concrete 6 Valora Court Hamilton, Ontario L8E 4S5	1		7' blade under 46,000 kg. single axle, 1980 GMC	$45.00	$46.00	$48.00
E. Woytkiw Haulage Ltd. P.O. Box 235 Hannon, Ontario L0R 1P0	1		12' wing, single axle 17,500 GVW, 1983 Int. Model 2010A	$ 70.00	$ 75.00	$ 80.00
	1		14' one way plow 17,500 GVW, 1983 Int. Model 2010A	$ 70.00	$ 75.00	$ 80.00

2) MOTOR GRADER MOUNTED SNOW PLOW & WING:

C) HOURLY RATE PER TERM based on Start up cost of $2,000 paid $1,000 and $1,000 as per Page 5, Item 4. Standby Time c)

	Number of Units Owned	Non-Owned	Make/Model/Year	HOURLY RATE PER TERM Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94	
Digit Contractors Ltd. R. R. #2 Binbrook, Ontario L0R 1C0	1		1978 13'6" Blade Champion 740	$145.00	$150.00	$155.00	GST extra
Black Top Enterprises Limited 93 Main Street South Hagersville, Ontario N0A 1H0	1		1975 602-T Champion	$135.00	$140.00	$145.00	
			1968 562-T Champion	$135.00	$140.00	$145.00	
All Around Contracting 1-473 Melvin Avenue Hamilton, Ontario L8H 2L8	1		13' Blade Double Axle, 1978 Champion 740	$135.00	$145.00	$152.00	
Bill Price Grader Rentals R. R. #1 Smithville, Ontario L0R 2A0		1	13' Blade, Single Axle, 1966 Austin Western	$155.00	$165.00	$175.00	
		1	13' Blade, Single Axle, 1968 Austin Western	$155.00	$165.00	$175.00	

2) MOTOR GRADER MOUNTED SNOW PLOW & WING:

C) HOURLY RATE PER TERM based on Start up cost of $2,000 paid $1,000 and $1,000 as per Page 5, Item 4. Standby Time c) - Cont'd.

	Number of Units Owned	Non-Owned	Make/Model/Year	HOURLY RATE PER TERM Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94
Danbill Equipment Rental Ltd. 12 Whittaker Avenue Grimsby, Ontario L3M 3J1	1		14' Blade 1974 Champion 600	$147.00	$154.35	$162.06
Advance Excavating 505 Kenora Avenue, Bldg. #1 Hamilton, Ontario L8E 3P2	1		12' Blade Chamption 562 1967	$140.00	$148.00	$157.00

3) MOTOR GRADER ONLY:

A) HOURLY RATE PER TERM based on Start up cost of $2,000 paid $500 and $1,500 as per Page 4, Item 4. Standby Time a)

NO BIDS

B) HOURLY RATE PER TERM based on number of hours used with NO START UP COST as per Page 5, Item 4. Standby Time b)

	Number of Units Owned	Non-Owned	Make/Model/Year	HOURLY RATE PER TERM Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94
King Paving & Materials Co. Div. of KPM Industries Ltd. 3385 Harvester Road Burlington, Ontario L7R 3Y5	1		14' Blade Unit 1705 1969 Champion	$104.00	$106.00	$108.00
	1		13' Blade Unit 1708 1973 Champion	$104.00	$106.00	$108.00
	1		13' Blade Unit 1709 1973 Champion	$104.00	$106.00	$108.00
JDR Tools & Equipment 495 Arvin Avenue Stoney Creek, Ontario L8E 2N1	1		Champion 740	$ 90.00	$ 94.00	$ 98.00
Delmar Contracting Limited 696 Arvin Avenue Fruitland, Ontario L0R 1L0	2		14' Blade Cat 140G	$154.21	$158.88	$163.55

3) MOTOR GRADER ONLY:

C) HOURLY RATE PER TERM based on Start up cost of $2,000 paid $1,000 and $1,000 as per Page 5, Item 4. Standby Time c)

	Number of Units Owned	Non-Owned	Make/Model/Year	HOURLY RATE PER TERM Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94	
Sisson Construction Limited o/a Quigley Contracting 185 Hendershott Road, P.O. Box 178 Hannon, Ontario L0R 1P0	1 1 1 2 1		12' Blades Double Axles Cat. Model 14 Cat. Model 112 Adams Model 330 Adams 440 Champion 562	$118.00	$126.00	$135.00	
Digit Contractors Ltd. R. R. #2 Binbrook, Ontario L0R 1C0	1 1 1	 1	13'6" Blade 1961 Cat. 12 1962 Champion 1972 Champion 1962 Champion	$125.00	$130.00	$135.00	GST extra
Black Top Enterprises Limited 93 Main Street South Hagersville, Ontario N0A 1H0	1		1960 Cat 12	$125.00	$130.00	$135.00	
Wm. Groves Limited 800 Rennie Street Hamilton, Ontario L8H 3R2	1		13' with front blade, 1981 Dodge D600	$118.00	$130.00	$143.00	

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3) MOTOR GRADER ONLY: Cont'd.

C) HOURLY RATE PER TERM based on Start up cost of $2,000 paid $1,000 and $1,000 as per Page 5, Item 4. Standby Time c)

	Number of Units Owned	Non-Owned	Make/Model/Year	HOURLY RATE PER TERM Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94
All Around Contracting 1-473 Melvin Avenue Hamilton, Ontario L8H 2L8	1		13' Blade Double Axle, 1978 Champion 740	$120.00	$125.00	$135.00
Bill Price Grader Rentals R. R. #1 Smithville, Ontario L0R 2A0	1 1 1 1 1		12' Blade Double Axle 1968 Cat 8T 1974 Cat 99E 1981 Cat 82V 1972 Cat 70D 1973 Cat 70D	$127.50	$135.00	$142.50
Danbill Equipment Rental Ltd. 12 Whittaker Avenue Grimsby, Ontario L3M 3J1	1 1 1 1		14' Blades 1980 Champion 562 1968 Champion 562 1968 Champion 560 1972 Wabco 666B	$128.40	$137.38	$146.99
Workman Excavating 849 Butter Road Ancaster, Ontario L9G 3L1	1		12', 4X4 15 Ton, M.F. 1805 1978	$104.00	$108.00	$112.00

3) MOTOR GRADER ONLY: Cont'd.

C) HOURLY RATE PER TERM based on Start up cost of $2,000 paid $1,000 and $1,000 as per Page 5, Item 4. Standby Time c)

	Number of Units Owned	Non-Owned	Make/Model/Year	HOURLY RATE PER TERM Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94
Advance Excavating 505 Kenora Avenue, Bldg. #1 Hamilton, Ontario L8E 3P2	1		12' Blade Cat 12 1969			
	1		13' Blade Cat 14 1965			
	1		13' Blade Wabco 666 1964	$129.00	$137.00	$145.00

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4) TANDEM REAR AXLE DUMP TRUCKS

	Number of Units Owned	Non-Owned	Make/Model/Year	HOURLY RATE PER TERM Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94
Gordon E. Cooper 545 Barnaby Street Hamilton, Ontario L8H 6T8	4		16 yds. Double Axle See list	$ 44.50	$ 46.00	$ 46.50
Douglas H. Hawkes o/a Lakeview Haulage 54 Seabreeze Crescent Fruitland, Ontario L0R 1L0	4		16 yds. Double Axle See list	$ 42.00	$ 43.00	$ 44.00
L.M. Enterprises 714794 Ontario Limited 27 Crooks Street Hamilton, Ontario L8R 2Z7	5	6	All 16 yds.except one 14 yd., Double Axles See List	$ 43.00	$ 44.00	$45.00
Black Top Enterprises Limited 93 Main Street South Hagersville, Ontario N0A 1H0	2		14 yds.^{3}, Double Axle, Int. 1978 Ford 1978	$ 42.00	$ 43.00	$ 44.00
Keldi Enterprise 2075 Nebo Road, R. R. #2 Mount Hope, Ontario	1	8	20 yds. Double Axle See List	$ 43.00	$ 45.00	$ 47.00 * plus taxes
Leo Stremble 802 Highway #97, R. R. #3 Puslinch, Ontario N0B 2J0	1		20 yds. Double Axle Ford 8000 1988	$ 46.00	$ 48.00	$ 50.00

4) TANDEM REAR AXLE DUMP TRUCKS Cont'd.

	Number of Units Owned	Non-Owned	Make/Model/Year	HOURLY RATE PER TERM Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94
775686 Ont. Inc. o/a Tri-R-Trucking 500 Green Road North, Unit #801 Stoney Creek, Ontario L8E 3M6	4	3	3 - 16 yds., 4 - 8 yds. Double Axles See List	$ 44.00	$ 46.00	$ 48.00
All Around Contracting 1-473 Melvin Avenue Hamilton, Ontairo L8H 2L8	1 1		18 yds. Double Axle 1979 Ford 8000 1980 Mack DMM	$ 46.00	$ 50.00	$ 55.00
JDR Tools & Equipment 495 Arvin Avenue Stoney Creek, Ontario L8E 2N1	3		16 yds. Double Axle See List	$ 45.00	$ 48.00	$ 51.00
Stockford Haulage 60 Edith Avenue Hamilton, Ontario L8T 4H2	1		24 yds. Double Axle Int. 2674 1983	$ 38.00	$ 38.00	$ 38.00
J & R Trucking 6285 Regional Road 13, P.O. Box 52 Binbrook, Ontario L0R 1C0	1		19 yds. Double Axle 1989 Ford 8000	$ 46.00	$ 48.00	$ 50.00

4) TANDEM REAR AXLE DUMP TRUCKS Cont'd.

	Number of Units Owned	Non-Owned	Make/Model/Year	HOURLY RATE PER TERM Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94	
Alfonsi Haulage 307 Huxley Avenue South Hamilton, Ontario L8K 2R5	1		17 yds. Double Axle 1980 Int. 51900	$ 43.00	$ 44.00	$ 45.00	
Mike Smrtka 118 Main Street North Waterdown, Ontario L0R 2H0	1		16-1/2 yds. Double Axle 1989 Ford L8000	$ 43.00	$ 44.00	$ 45.00	
Alan Heley 43 Jamie Ann Court Hamilton, Ontario L8W 1Y3		7	18 yds.	$ 46.00	$ 46.00	$ 48.00	
Cardi Construction Limited 24 Garden Avenue Stoney Creek, Ontario L8E 2Y9	15		See List	$ 45.00	$ 45.00	$ 45.00	
David Flegg c.o.b. Flegg's Haulage 38 Benson Avenue Hamilton, Ontario L8H 3M9	1		16.2 yds. Double Axle, 1990 Kenworth T450	$ 47.00	$ 48.00	$ 49.00	
Molisan Construction Company Limited 40 Hildegard Drive Hamilton, Ontario L8K 5R9	1		14 cu.yds. Double Axle 1988 Ford 8000	$ 47.00	$ 49.00	$ 51.00	plus GST

4) TANDEM REAR AXLE DUMP TRUCKS Cont'd.

	Number of Units Owned	Non-Owned	Make/Model/Year	HOURLY RATE PER TERM Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94
Delmar Contracting Limited 696 Arvin Avenue Fruitland, Ontario L0R 1L0	10		14 cu.yds. Double Axle See List	$ 51.40	$ 56.07	$ 60.75
Advance Excavating 505 Kenora Avenue, Bldg. #1 Hamilton, Ontario L0E 3P2	16	5	15 cu.yds. Double Axle See List	$ 48.00	$ 52.00	$ 56.00
Pasinato Haulage Ltd. 213 Stone Church Road West Hamilton, Ontario L9B 1A2		50		$ 41.00	$ 42.00	$ 44.00
758565 Ontario Limited o/a Mountainview Excavating 908 Ridge Road East Vinemount, Ontario L0R 2G0	1		16 yard Double Axle GMC 1978	$ 43.00	$ 44.00	$ 45.00
J & M Caucci Concrete Ltd. 38 Cherryridge Close Hamilton, Ontario L8G 4X3	1		18 yards Double Axle Ford 1989	$ 51.00	$ 52.00	$ 53.00
E. Woytkiw Haulage Ltd. P.O. Box 235 Hannon, Ontario L0R 1P0	40		18 cu.yds. Double Axle See List	$ 47.00	$ 49.00	$ 51.00

4) TANDEM REAR AXLE DUMP TRUCKS Cont'd.

	Number of Units Owned	Non-Owned	Make/Model/Year	HOURLY RATE PER TERM Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94
G.F. Mason Excavating P.O. Box 6 Fruitland, Ontario L0R 1L0	3		18 cu.yds. Double Axle See List	$ 47.00	$ 49.35	$ 51.80
Greco Bobcat Service 6 Valore Court Hamilton, Ontario L8E 4S5	2		16 yard Double Axle See List	$ 49.00	$ 50.00	$ 51.00
Tony & Paul Concrete 6 Hewitson Road Stoney Creek, Ontario L8E 2T4	2		16 & 18 yards Double Axle See List	$ 51.00	$ 52.00	$ 53.00
D. Swing Trucking P.O. Box 193 Hannon, Ontario L0R 1P0	2	4	Various yardages Double Axle See List	$ 42.00	$ 44.00	$ 46.00
Puglisi & Son Haulage Ltd. 524 Upper Kenilworth Avenue Hamilton, Ontario L8T 4H2	2	6	15 ft. Double Axles See List	$ 44.00	$ 46.00	$ 48.00
Roma Concrete & Paving 2 Hewitson Road Stoney Creek, Ontario L8E 2T4	2		16 cu.yds. Double Axles See List	$ 51.00	$ 52.00	$ 53.00

5) RUBBER TIRED LOADERS

	Number of Units Owned	Non-Owned	Size of Bucket	HOURLY RATE PER TERM Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94	
Molisan Construction Company Limited 40 Hildegard Drive Hamilton, Ontario L8K 5R9	1		1989 Ford 655 1-1/4 cu.yds.	$ 52.00	$ 54.00	$ 56.00	plus GST
Cardeen Construction Limited 11 Garden Avenue, Unit #8 Stoney Creek, Ontario L8E 2Y8	8		See List	$106.00 $ 66.00 $ 71.00	$109.00 $ 69.00 $ 74.00	$114.00 $ 74.00 $ 79.00	
Cardi Construction Limited 24 Garden Avenue Stoney Creek, Ontario L8E 2Y9	5		See List	$ 52.00 $ 45.00 $103.00	$ 55.00 $ 46.00 $105.00	$ 60.00 $ 47.00 $107.00	
Alan Heley 43 Jamie Ann Court Hamilton, Ontario L8W 1Y3		4	1.5 yd.	$ 57.00	$ 57.00	$ 58.00	
O. Ciccarelli & Son Contracting 807 Highway 53 East, R. R. #1 Ancaster, Ontario L9G 3K9	1		'89 Caterpillar 2.5 yd.^{3}	$ 75.00	$ 77.00	$ 79.00	
Workman Excavating 849 Butter Road Ancaster, Ontario L9G 3L1	2		1-1/2 yd.^{3}	$ 62.00	$ 64.00	$ 66.00	

5) RUBBER TIRED LOADERS Cont'd.

	Number of Units Owned	Non-Owned	Size of Bucket	HOURLY RATE PER TERM Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94
Bill Price Grader Rentals R. R. #1 Smithville, Ontario L0R 2A0	1	1	1-1/2 yd.	$ 55.00	$ 57.50	$ 60.00
R.C.M. Contracting Ltd. 54 Pleasant Avenue Hamilton, Ontario L9C 4M7	4		1-1/2 yds.	$ 44.86	$ 46.73	$ 48.60
JDR Tools & Equipment 495 Arvin Avenue Stoney Creek, Ontario L8E 2N1	10		3 yard 1-1/4 yard	$ 85.00 $ 55.00	$ 90.00 $ 58.00	$ 95.00 $ 61.00
Mountsberg Excavating Inc. 1554 Old Highway 99, R. R. #3 Dundas, Ontario L9H 5E3	3		1-1/2 yard	$ 65.00	$ 67.50	$ 70.00
All Around Contracting 1-473 Melvin Avenue Hamilton, Ontairo L8H 2L8	1		1 m^3	$ 56.00	$ 60.00	$ 65.00
775686 Ont. Inc. o/a Tri-R-Trucking 500 Green Road North, Unit #801 Stoney Creek, Ontario L8E 3M6		2	1-1/2 Bucket	$ 48.00	$ 50.00	$ 52.00

5) RUBBER TIRED LOADERS Cont'd.

	Number of Units Owned	Non-Owned	Size of Bucket	HOURLY RATE PER TERM Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94
Angel Excavating Ltd. 420 Highway #8 Stoney Creek, Ontario L8G 1G2	1		1-1/2 yard	$ 52.00	$ 54.00	$ 56.00
F & S Excavating Ltd. 9 Tamarack Place Stoney Creek, Ontario L8N 2M7	2		2 yards	$ 45.00	$ 45.00	$ 45.00
Wm. Groves Limited 800 Rennie Street Hamilton, Ontario L8H 3R2	1		1-1/2 yards	$ 83.00	$ 91.00	$100.00
Keldi Enterprise 2075 Nebo Road, R. R. #2 Mount Hope, Ontario		3	1-1/4 yards^3	$ 55.00	$ 57.00	$ 59.00
L.M. Enterprises 714794 Ontario Limited 27 Crooks Street Hamilton, Ontario L8R 2Z7	2		1-1/2 yards	$ 55.00	$ 55.00	$ 57.00
William Spear 161 Allenby Hamilton, Ontario L9A 2T6	1		1-1/4 yards ^{3}	$ 55.00	$ 57.75	$ 60.55

5) RUBBER TIRED LOADERS Cont'd.

	Number of Units Owned	Non-Owned	Size of Bucket	HOURLY RATE PER TERM Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94
Delmar Contracting Limited 696 Arvin Avenue Fruitland, Ontario L0R 1L0	4		4 yards	$107.48	$112.15	$116.82
Advance Excavating 505 Kenora Avenue, Bldg. #1 Hamilton, Ontario L0E 3P2	2 6		1-1/2 yard^3 1-1/2 yard^3	$ 60.00 $ 78.00	$ 64.00 $ 83.00	$ 68.00 $ 88.00
Digmor Excavating Ltd. 120 Second Road West Stoney Creek, Ontario L8G 3X4	1	1	1-1/2 yard	$ 54.00	$ 56.00	$ 58.00
Pasinato Haulage Ltd. 213 Stone Church Road West Hamilton, Ontario L9B 1A2		1	Front Blower 1-/2 yd.	$ 55.00	$ 56.00	$ 58.00
Bill Wilcockson Trenching 182 East 19th Street Hamilton, Ontario L9A 4S5	1		1-1/2 yards	$ 57.50	$ 58.50	$ 59.50
758565 Ontario Limited o/a Mountainview Excavating 908 Ridge Road East Vinemount, Ontario L0R 2G0	2		Various sizes 24"	$ 55.00	$ 57.00	$ 59.00

5) RUBBER TIRED LOADERS Cont'd.

	Number of Units Owned	Non-Owned	Size of Bucket	HOURLY RATE PER TERM Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94
J & M Caucci Concrete Ltd. 38 Cherryridge Close Hamilton, Ontario L8G 4X3	1		1 yard	$ 57.00	$ 58.00	$ 59.00
E. Woytkiw Haulage Ltd. P.O. Box 235 Hannon, Ontario L0R 1P0	15		3 yard^3 1.5 yard ^{3}	$ 92.00 $ 62.00	$ 97.00 $ 67.00	$102.00 $ 72.00
G.F. Mason Excavating P.O. Box 6 Fruitland, Ontario L0R 1L0	1 3		3-1/2 yd.Bucket 1-1/8 yd.Bucket	$ 85.00 $ 58.00	$ 89.25 $ 61.00	$ 93.70 $ 64.00
Greco Bobcat Service 6 Valore Court Hamilton, Ontario L8E 4S5	1		1 Yard	$ 59.00	$ 60.00	$ 61.00
Tony & Paul Concrete 6 Hewitson Road Stoney Creek, Ontario L8E 2T4	1		1 Yard	$ 57.00	$ 58.00	$ 59.00
D. Swing Trucking P.O. Box 193 Hannon, Ontario L0R 1P0		2	1-1/2 yds.	$ 46.00	$ 48.00	$ 50.00

5) RUBBER TIRED LOADERS Cont'd.

	Number of Units Owned	Non-Owned	Size of Bucket	HOURLY RATE PER TERM Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94
Roma Concrete & Paving 2 Hewitson Road Stoney Creek, Ontario L8E 2T4	1		1 Yard	$ 57.00	$ 58.00	$ 59.00

6) WHEELED SIDEWALK CLEANER WITH BLADE LESS THAN 5'

	Number of Units Owned	Non-Owned	Size of Blade	HOURLY RATE PER TERM Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94
Artek 617180 (Wayne Gater) 250 Kemp Road West Grimsby, Ontario L3M 4E7	5		5'	$ 58.00	$ 61.00	$ 64.00
O. Ciccarelli & Son Contracting 807 Highway 53 East, R. R. #1 Ancaster, Ontario L9G 3K9	1 1		48" 60"	$ 45.00	$ 46.00	$ 47.00
Workman Excavating 849 Butter Road Ancaster, Ontario L9G 3L1	1	 1	4' Blade or Snowblower 5'	$ 62.00	$ 64.00	$ 66.00
R.C.M. Contracting Ltd. 54 Pleasant Avenue Hamilton, Ontario L9C 4M7	2		4-1/2' bucket	$ 41.12	$ 42.99	$ 44.86
JDR Tools & Equipment 495 Arvin Avenue Stoney Creek, Ontario L8E 2N1	1			$ 52.00	$ 55.00	$ 58.00
Harold J. Martin o/a Crescan Landscape Contractors P.O. Box 4056, Station D Hamilton, Ontario L8V 4L5	2	1	See List	$ 50.00	$ 54.00	$ 58.00

6) WHEELED SIDEWALK CLEANER WITH BLADE LESS THAN 5' Cont'd.

	Number of Units Owned	Non-Owned	Size of Blade	HOURLY RATE PER TERM Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94
775686 Ont. Inc. o/a Tri-R-Trucking 500 Green Road North, Unit #801 Stoney Creek, Ontario L8E 3M6	1	1	60"	$ 44.00	$ 45.00	$ 46.00
Keldi Enterprise 2075 Nebo Road, R. R. #2 Mount Hope, Ontario	1	1	4'11"	$ 45.00	$ 47.00	$ 49.00
HS&M Landscape & Maintenance Div. of Mikori Investments Inc. 1492 Wallace Road Oakville, Ontario L6L 2Y2	1 1 1		48" or 60" 48" 32"	$ 38.00 $ 30.00 $ 25.00	$ 42.00 $ 34.00 $ 28.00	$ 47.00 $ 38.00 $ 30.00
851694 Ontario Inc. o/a Battlefield Bobcat Service 367 Hemlock Avenue Stoney Creek, Ontario L8E 2C9	2		59"	$ 46.00	$ 47.00	$ 48.00
William Spear 161 Allenby Hamilton, Ontario L9A 2T6	1		4'11"	$ 45.00	$ 47.25	$ 49.65

6) WHEELED SIDEWALK CLEANER WITH BLADE LESS THAN 5' Cont'd.

	Number of Units Owned	Number of Units Non-Owned	Size of Blade	HOURLY RATE PER TERM Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94
Bill's Snow Plowing 80 Robinson Street, Suite 203 Hamilton, Ontario L8P 1Z1	2		4'8" Blade and Bucket	$ 50.00	$ 50.00	$ 53.00
Triple "G" Fencing & Landscaping 1592 Upper Gage Hamilton, Ontario L8W 1E7		2	Skid Steer Loaders Bucket or Blade 54" & 60"	$ 48.00	$ 49.00	$ 50.00
Sunset Landscape Construction Ltd. P.O. Box 7045 Ancaster, Ontario L9G 3L3	2		54"-60"	$ 48.00	$ 52.00	$ 56.00
E. Woytkiw Haulage Ltd. P.O. Box 235 Hannon, Ontario L0R 1P0	20		Blade & Bucket 54"-60"	$ 60.00	$ 65.00	$ 70.00
Greco Bobcat Service 6 Valore Court Hamilton, Ontario L8E 4S5	1		5'	$ 51.00	$ 52.00	$ 53.00

7) WHEELED SIDEWALK CLEANER WITH BLOWER

	Number of Units Owned	Non-Owned	Size of Bucket	HOURLY RATE PER TERM Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94
E. Woytkiw Haulage Ltd. P.O. Box 235 Hannon, Ontario L0R 1P0	20		8' Blade, V8 4X4 Trucks	$ 49.00	$ 53.00	$ 57.00

8) TRACK SIDEWALK CLEANER WITH BLADE LESS THAN 5'

	Number of Units Owned	Non-Owned	Size of Bucket	HOURLY RATE PER TERM Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94
Benny Haulage Limited 66 Hillyard Street Hamilton, Ontario L8L 6B4	1		1978 5'	$ 68.00	$ 73.00	$ 78.00
741806 Ont. Inc. o/a Blizzard Snow Plowing 669 Beach Blvd. Hamilton, Ontario L8H 6X8	1		1974 48"	$ 50.00	$ 52.00	$ 55.00
Bill's Snow Plowing 80 Robinson Street, Suite 203 Hamilton, Ontario L8P 1Z1	3		1974/5 4'8"	$ 50.00	$ 50.00	$ 53.00
E. Woytkiw Haulage Ltd. P.O. Box 235 Hannon, Ontario L0R 1P0	4		54"	$ 68.00	$ 73.00	$ 78.00

9) TRACK SIDEWALK CLEANER WITH BLOWER NO BIDS

10) MISCELLANEOUS EQUIPMENT

	Number of Units Owned	Non-Owned	Details	HOURLY RATE PER TERM Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94
Cardeen Construction Limited 11 Garden Avenue, Unit #8 Stoney Creek, Ontario L8E 2Y8	1		Cat D7 1988 Blade with Cab Hi Track	$ 95.00	$ 98.00	$103.00
Cardi Construction Limited 24 Garden Avenue Stoney Creek, Ontario L8E 2Y9	1 1		Track Loaders Cat 953 1985 Cat 963 1987	$ 79.00	$ 81.00	$ 83.00
Workman Excavating 849 Butter Road Ancaster, Ontario L9G 3L1	1 1 1		Int.1066 1980 140 HD 8'Snowblower MF 1185 1978 140 HD 8' Snowblower GMC 2500 1989 Pickup 4x4 8' Blade	$100.00 $100.00 $ 60.00	$104.00 $104.00 $ 62.00	$108.00 $108.00 $ 64.00
Bill Price Grader Rentals R. R. #1 Smithville, Ontario L0R 2A0	1		1991 Dodge Truck complete with rev. plow, 4X4, 1 ton dual wheels	$ 40.00	$ 42.50	$ 45.00
R.C.M. Contracting Ltd. 54 Pleasant Avenue Hamilton, Ontario L9C 4M7	1 1 1		GMC 3/4 Ton 1985 4 Way Angle Blade Jeep 4X4 1989 4 Way Angle Blade Jeep 4X4 1988 4 Way Angle Blade	$ 37.38	$ 39.25	$ 41.12
JDR Tools & Equipment 495 Arvin Avenue Stoney Creek, Ontario L8E 2N1	7		JD 450 Dozer 6 way Blade JD 550 Dozer 6 way Blade JD 750 Dozer	$ 61.00 $ 62.00 $ 78.00	$ 64.00 $ 65.00 $ 80.00	$ 67.00 $ 68.00 $ 82.00

A-45

10) MISCELLANEOUS EQUIPMENT Cont'd.

	Number of Units Owned	Non-Owned	Details	HOURLY RATE PER TERM Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94
Harold J. Martin o/a Crescan Landscape Contractors P.O. Box 4056, Station D Hamilton, Ontario L8V 4L5	2	1	'88/89 3/4T 4X4 with 7-1/2' Western Plow	$ 50.00	$ 54.00	$ 58.00
	2		'88/89 Gravely 5400 12 hp with 48" blade or 39" snow thrower	$ 32.00	$ 35.00	$ 39.00
Wm. Groves Limited 800 Rennie Street Hamilton, Ontario L8H 3R2	1		Ford 555A 1985 Loader/Backhoe	$ 77.00	$ 85.00	$ 84.00
Keldi Enterprise 2075 Nebo Road, R. R. #2 Mount Hope, Ontario	1		'78 Jimmy 4X4 7-1/2' Blade	$ 43.00	$ 45.00	$ 47.00
	1		'75 Chev 1 ton 4X4 8-1/2' Blade	$ 43.00	$ 45.00	$ 47.00
		4	On request	$ 43.00	$ 45.00	$ 47.00
L.M. Enterprises 714794 Ontario Limited 27 Crooks Street Hamilton, Ontario L8R 2Z7	1		'90 Bobcat 743 5' bucket	$ 45.00	$ 56.00	$ 47.00
HS&M Landscape & Maintenance Div. of Mikori Investments Inc. 1492 Wallace Road Oakville, Ontario L6L 2Y2	3		1 ton 8' Arctic Plow & 2 yd. Sanding Unit '89/'90/'91	$ 40.00	$ 45.00	$ 50.00

10) MISCELLANEOUS EQUIPMENT Cont'd.

	Number of Units Owned	Non-Owned	Details	HOURLY RATE PER TERM Nov. '91 to April '92	Nov. '92 to April '93	Nov. '93 to April '94
Bill's Snow Plowing 80 Robinson Street, Suite 203 Hamilton, Ontario L8P 1Z1	2		Ford 4X4 Power Angle Plow '80/'87	$ 50.00	$ 50.00	$ 53.00
Delmar Contracting Limited 696 Arvin Avenue Fruitland, Ontario L0R 1L0	3		Rubber Tire Backhoes '87/'90	$ 88.79	$ 93.46	$ 98.13
Sunset Landscape Construction Ltd. P.O. Box 7045 Ancaster, Ontario L9G 3L3	1		'88 GMC 1 Ton 8' Blade	$ 48.00	$ 52.00	$ 56.00
E. Woytkiw Haulage Ltd. P.O. Box 235 Hannon, Ontario L0R 1P0	2		Single axle 10 cu.yd. dump sander with spinners, equiv. to City sanders '83 Intern/2010A	$ 70.00	$ 75.00	$ 80.00

Westdale Village
GREEN CLOCK HANDS WITH WHITE BACKGROU
LETTERS - WHITE OUTLINE
- GREEN INSIDE
BLACK BACKGROUND
BLACK
GREEN

1(b i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 January 7
S701-51 D. Christilaw

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: 1991 Servicing Expenditures Related to Subdivisions

RECOMMENDATION:

a) That the additional funding in the amount of $1,300 for the City's share of municipal services in "Aquila Place - Phase 2" subdivision be approved.

b) That the Finance and Administration Committee recommend the source of funding.

Ted Gill

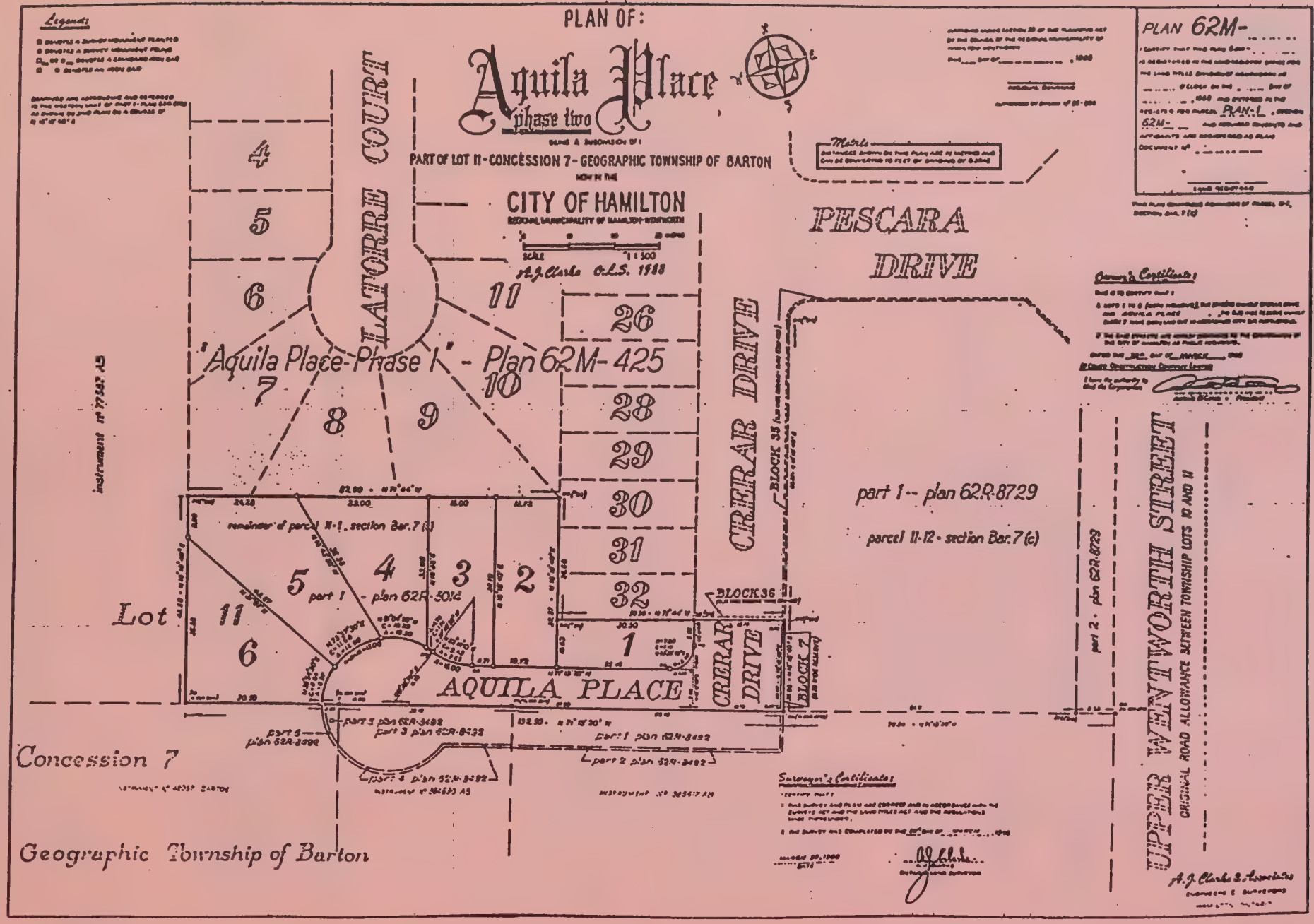
E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The City's share for services in this development were previously approved by City Council in 1988. Based on the final payments for all of the City's share of services in this subdivision an additional amount of $1,300 is necessary to cover the City's portion of the roadway costs. Therefore it is being recommended that these funds be approved.

DVC:kk

cc: Roy Hammell, Acting City Treasurer
cc: J. Thompson, Finance & Administration Committee


PLAN OF:
Aquila Place
phase two
PART OF LOT 11 - CONCESSION 7 - GEOGRAPHIC TOWNSHIP OF BARTON
CITY OF HAMILTON
PLAN 62M-
PESCARA DRIVE
LATORRE COURT
CRERAR DRIVE
'Aquila Place-Phase I' - Plan 62M-425
AQUILA PLACE
FERRIS HILTON AVENUE
part 1 -- plan 62R-8729
parcel 11-12 - section Bar.7(c)
part 1 - plan 62R-5014
remainder of parcel 11-1, section Bar.7(c)
BLOCK 36
BLOCK 35
BLOCK 7
Lot 11
Concession 7
Geographic Township of Barton
A.J. Clarke & Associates

1(B ii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 January 10
T103-51 J.K. Clairmont

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT:

Encroachment Agreements

RECOMMENDATION:

That the applications to retain inadvertent encroachments at the locations outlined on Schedule "A", appended hereto, be approved during the pleasure of Council provided:

a) That the owners enter into agreements satisfactory to the Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

b) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement these agreements.

c) That the first year fee and subsequent annual fee outlined in Schedule "A" be set for these encroachments.

E. M. Gill, P.Eng.

Cont'd...

Encroachment Agreement

Cont'd...

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above "Recommendation".

BACKGROUND:

The existing roadway encumbrances may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City of Hamilton's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed these applications and find no objection. Council has allowed these types of encroachments in the past.

JKC:ja

SCHEDULE 'A'

Council Date: January 28, 1992

Location	Type of Encroachment	Solicitor/Agent	First Year/Annual	File Number
423 Cumberland Ave Hamilton, Ontario	A portion of a 2½ Storey Building and a portion of a Frame Garage encroaching onto the Public Assumed Alley measuring approximately 67.02'x 0.34'	Borkovich and Ingrassia Barristers and Solicitors 1 Main Street Wast Hamilton, Ontario L8N 1E7	$112.00/20.00	T103-50(960)
357 MacNab Street North Hamilton Ontario L8L 1K8	Wooden Steps measuring 0.62' x 4.88'	Evans Philp Barristers and Solicitors P.O. Box 930, Station A Hamilton Ontario L8N 3P9	$112.00/20.00	T103 50 (750)
1008-1010 King Street West 3,5,7,9 & 11 Marion Avenue Hamilton Ontario L8S 1L4	Canvas Awnings encroaching on to King Street West measuring 5.0' x 11.6' & on Marion Avenue measuring 5.0' x 34.7'	Mr. Jacob Rosencweig 1008-1010 King Street West Hamilton Ontario L8S 1L4	$276.10/50.00	T103 50 (983)
273 Rosslyn Avenue North Hamilton Ontario L8L 7P9	Portion of building measuring 1.17' x 3.20' Bay Window measuring 2.10' x 3.20' Eaves measuring 1.00' x 26.30'	Foreman & Rosenblatt Barristers and Solicitors 425 York Boulevard Hamilton Ontario L8R 3K3	$112.00/20.00	T103 50 (965)

1(B iii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 January 10
S720-20/S610-03 L. MacNeil

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT:

Incorporating certain City lands into various streets by By-Law.

RECOMMENDATION:

a) That the following City lands be incorporated into the various streets as noted below:

Royalvista Drive	Parts 2 & 3 on Plan 62R-10200
Templemead Drive	Part 5 on Plan 62R-10200
Templemead Drive	Part 6 on Plan 62R-10200 and Part 13 on Plan 62R-9377
Elite Drive	Part 1 on Plan 62R-12045

b) That the By-Laws attached to this report to carry out the incorporation of the said lands into the foregoing streets be enacted by Council.

c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-laws.

Ted Gill

E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

Cont'd .....

Cont'd .....

BACKGROUND:

To complete the final street width or provide access to newly registered subdivision developments it is necessary to incorporate City lands into the road allowance as indicated in Schedule 'A', below.

SCHEDULE "A"

Incorporating into Street Name	Description of Lands being Incorporated	Financial Implications	Reason for being Incorporated	File No.
Royalvista Drive	Parts of Lot 6, Con. 8 (formerly Barton Twp.) designated as Parts 2 and 3 on Plan 62R-10200	N/A	To provide access to Royalvista Drive as established by By-Law No. 89-187 from abutting subdivision shown on Plan 62M-593	S720-20
Templemead Drive	Part of Lot 6, Con. 8 (formerly Barton Twp.) designated as Part 5 on Plan 62R-10200	N/A	To provide access from Templemead Dr. as established by By-Law No. 89-188 to Templemead Drive as shown on Plan 62M-593	S720-20
Templemead Drive	Parts of Lot 6, Con. 8 (formerly Barton Twp.) designated as Part 6, Plan 62R-10200, and Part 13, Plan 62R-9377	N/A	To provide access to Templemead Drive as established by By-Law No. 89-188 to Templemead Drive as shown on Plan 62M-593	S720-20
Elite Drive	Part of Lot 10, Con. 8 (formerly Barton Twp.) designated as Part 1, Plan 62R-12045	N/A	To comply with a condition of severance and provide access to abutting lands, being Parts 10&12, 62R-11828.	S610-03

/ljm
Encl.

cc: Mr. K. E. Avery, City Clerk
Att: R. Morrison (encl.)
cc: Mr. F. Angelici, Planning Department
cc: L. King, Building Department

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 92-

TO INCORPORATE PARTS 2 and 3, PLAN 62R-10200 INTO ROYALVISTA DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 298 of The Municipal Act, R.S.O. 1980, Chapter 302 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Royalvista Drive by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Royalvista Drive.

Part of Parcel 6-6, Section Bar. 8(c)

Being Parts of Lot 6, Concession 8, in the geographic Township of Barton, designated as Parts 2 and 3, Plan 62R-10200

City of Hamilton

Regional Municipality of Hamilton-Wentworth

being part of the Parcel.

2. The Commissioner of Regional Engineering or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1992.

J. J. Schatz
City Clerk

R. Morrow
Mayor

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 92-

TO INCORPORATE PART 5, PLAN 62R-10200
INTO TEMPLEMEAD DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 298 of The Municipal Act, R.S.O. 1980, Chapter 302 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Templemead Drive by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Templemead Drive.

Part of Parcel 6-6, Section Bar. 8(c)

Being Parts of Lot 6, Concession 8, in the geographic Township of Barton, designated as Part 5, Plan 62R-10200

City of Hamilton

Regional Municipality of Hamilton-Wentworth

being part of the Parcel.

2. The Commissioner of Regional Engineering or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1992.

J. J. Schatz
City Clerk

R. Morrow
Mayor

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 92-

TO INCORPORATE PART 6, PLAN 62R-10200 AND PART 13, PLAN 62R-9377 INTO TEMPLEMEAD DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 298 of The Municipal Act, R.S.O. 1980, Chapter 302 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Templemead Drive by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Templemead Drive.

Firstly

Part of Parcel 6-6, Section Bar. 8(c)

Being part of Lot 6, Concession 8, in the geographic Township of Barton, designated as Part 6, Plan 62R-10200.

being part of the Parcel, and

Secondly

Part of Parcel 6-3, Section Bar. 8(c)

Being part of Lot 6, Concession 8, in the geographic Township of Barton, designated as Part 13, Plan 62R-9377.

being part of the Parcel.

all in the City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Regional Engineering or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1992.

J. J. Schatz
City Clerk

R. Morrow
Mayor

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 92-

TO INCORPORATE PART 1, PLAN 62R-12045 INTO ELITE DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 298 of The Municipal Act, R.S.O. 1980, Chapter 302 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Elite Drive by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Elite Drive.

Part of Lot 10, Concession 8, in the geographic Township of Barton, designated as Part 1, Plan 62R-12045.

City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Regional Engineering or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1992.

J. J. Schatz
City Clerk

R. Morrow
Mayor

1(B iv)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 January 14
T103-23 (10) J. K. Clairmont

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT: Amendment to the City Streets By-Law, Advertising Signs on City of Hamilton Road Allowance

RECOMMENDATION:

That the City of Hamilton Streets By-Law No. 9329 (Section 9.3) be amended to allow certain types of advertising signs adjacent to abutting commercial properties as follows:

That temporary encumbrances such as ice, soft-drink, storage or vending machines, shelves for display of goods, fruit stands, portable signs, and large free-standing articles for sale, immediately adjacent to a building, and newspaper boxes, kiosks, bus shelters, and street furniture such as planter boxes, benches, etc., and other temporary encumbrances by the owner or lessee of an abutting commercial property upon a permit in writing from the Commissioner of Transportation/Environmental Services, after execution of an agreement satisfactory to the Commissioner of Transportation/Environmental Services, to indemnify and save harmless the Corporation of the City of Hamilton for any and all actions, claims, demand and loss, whatsoever which may result, provided that such encumbrance,

a) is not located where it may prove to be a safety hazard, or conflict with normal sidewalk operation such as at bus stop areas, and

b) is not located within 5 metres of any driveway if the encumbrance is adjacent to a roadway, nor within 10 metres of any intersecting street measured from the curb line, and

c) is not located within 1 metre of the edge of the roadway, and

d) is permitted only where a minimum of 2 metres of unobstructed sidewalk on the road allowance remains, and

Cont'd...

Signs on City Road Allowance

Cont'd...

e) has a maximum height of 0.8 metres if located on the roadway side of the sidewalk, and

f) is not illuminated, and

g) is not in excess of 1.2 metres in height, and

h) is not in excess of 1.2 metres in length, and

i) is not a "mobile sign", a "mobile sign" being any sign mounted on a trailer or other free-standing structure, that is designed or intended to be moved from place to place.

E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The City of Hamilton Streets By-Law does not presently permit signs to be placed on City road allowances. The Regional Roads Use By-Law R77-109 however, does permit certain types of signs on major arterial roads (See attached Policy and Procedures Manual).

In most instances the Region's sign policy would be in effect but we have now been requested by area businesses to enforce the City By-Law on streets such as King Street in Westdale, which is under City jurisdiction. The businesses in violation of the By-Law feel the existing City By-Law is too restrictive and have requested that they be allowed to place signs in front of their establishments.

This Department recommends that the Policy presently in effect with the Region be incorporated into the City of Hamilton Streets By-Law.

JKC/MJP:
cc: Mayor R. Morrow
cc: Alderman M. Kiss
cc: Alderman T. Cooke
cc: J. G. Pavelka, Director,Department of Public Works
cc: M. Main Director, City of Hamilton Traffic Department

THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

DEPARTMENT OF ENGINEERING

POLICY AND PROCEDURES MANUAL

POLICY/PROCEDURE No. P-14 "Portable" Encumbrances on Sidewalks and Boulevards

DATE ISSUED: 81 11 18 REVISED: 82 01 19 _____ _____

COUNCIL APPROVAL: 81 11 17 82 01 19 _____ _____

SECTION: Transportation Services DIVISION: Planning

A. Guidelines - Permitted Encumbrances by Agreement

1. Newspaper boxes/kiosks/bus shelters
2. Ice, soft-drink, storage or vending machines, etc. immediately adjacent to building
3. Shelves for display of goods, fruit stands, portable signs and large free-standing articles for sale, immediately adjacent to building
4. Street furniture and landscaping, ie. planter boxes, benches, etc.

B. Guidelines - Permitted Locations

1. Encumbrances are not permitted where they may prove to be a safety hazard or conflicting with normal sidewalk operations (ie. bus stops)
2. Encumbrances are permitted only by owner or lessee of abutting commercial property in retail commercial areas
3. Encumbrances are not permitted within 5m of any driveway if encumbrance is adjacent to roadway, nor within 10m of any intersecting street
4. Encumbrances are not permitted within 1.0m of edge of roadway

5. Encumbrances are permitted only where a minimum of 2m of unobstructed sidewalk on the road allowance remains

6. Encumbrances on any one block to be all adjacent to building or all adjacent to roadway (whole block to be consistent)

7. Encumbrances to have a maximum height of 0.8m if located adjacent to roadway

8. Encumbrances are not to be illuminated

9. Encumbrances are not permitted in excess of 1.2 metres in height

10. Encumbrances are not permitted in excess of 1.2 metres in length

11. Mobile signs are not permitted. A mobile sign being any sign mounted on a trailer or other free standing structure, that is designed or intended to be moved from place to place

C. Enforcement

1. Encumbrances not permitted under the above guidelines will be deemed to be obstructions and removed

2. Encumbrances meeting the above guidelines will require an agreement and failure by the owner to apply for an agreement within thirty days of notification by the Region will result in their removal

POLICY ON REMOVAL OF OBSTRUCTIONS

(i) That all illegal obstructions such as signs, display shelves, industrial garbage containers, etc., on public highways should be removed, regardless of size or location.

(ii) That notification to the owner or lessee of the obstruction should be given by Field Violation Notices. In the case of a leased obstruction, an attempt will be made to advise the owner of the encumbrance obstruction as well as the owner or tenant of the premises of the violation.

(iii) That two days shall be allowed for the removal of small portable obstructions which can be readily carried by one or two persons after the thirty day notification.

(iv) That up to one week shall be allowed for larger portable obstructions which require the use of a specialized vehicle for removal after the thirty day notification.

(v) That when obstructions are not removed within the required time period, they shall be picked up by Municipal or Regional staff and taken to a place of storage. Small obstructions not requiring specialized equipment shall be picked up by the Traffic Department and stored in a Traffic Department yard. Larger obstructions requiring specialized equipment shall be picked up by or for the Regional Engineering Department, using specialized equipment, and shall be stored in a Municipal or Regional yard.

(vi) That obstructions which are being stored in any Municipal yard shall be held for a period of two weeks, and if the owner of the obstruction has not contacted the Municipality by the end of that time, the obstructions may be disposed of.

(vii) That when large and expensive obstructions are being removed, which may be subject to damage, photographs shall be taken of all sides of the obstruction prior to removal, in order to document any damage which may have occurred to the obstruction prior to removal by the Municipality.

(viii) That in all cases where obstructions are being removed by the Municipality, the Municipal employee shall be accompanied by an Officer of the Hamilton-Wentworth Regional Police Department.

(ix) That obstructions impounded shall not be returned to the owner unless the owner pays to the Region the cost of removal of the obstruction.

(x) That in cases where the owner continues to contravene the By-law in obstructing the road allowance, the Regional Solicitor is authorized to seek remedies in the court.

CITY OF HAMILTON

- RECOMMENDATION -

1c.

DATE: 1992 January 13

REPORT TO: Mr. K. Christenson
Secretary, Transport and Environment Committee

FROM: Mr. J. G. Pavelka, P.Eng.
Director of Public Works

SUBJECT: **Restructuring of the Horticulture Section, Parks Division of the Public Works Department**

RECOMMENDATION:

a) That three existing Local 5 positions - Forester III in the Forestry Section be reclassified to two Forestry Investigators and one Forestry Co-ordinator.

b) That one existing Gardener II position in Beautification be reclassified to Yard Attendant (Forestry).

c) That these three new classifications: Forestry Investigator, Forestry Co-ordinator and Yard Attendant have job descriptions prepared and evaluated.

d) That the positions be posted and filled from within the existing complement.

J. G. Pavelka

J. G. PAVELKA, P.ENG.
DIRECTOR OF PUBLIC WORKS

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Any adjustments to salaries due to the reclassifications will be handled within the current budget.

BACKGROUND:

The Parks Division, Horticulture Section consists of two subsections - Beautification and Forestry, as described below:

Beautification - responsible for Gage Park Greenhouses, and the growing, planting and

maintenance of all annual beds in parks and on city and regional road allowances, as well as the grounds maintenance of city owned buildings (City Hall, Composite Buildings, Central Services, Fleet Services). Beautification is also responsible for Work for Other accounts such as Macassa Lodge, Henderson and General Hospitals, all Fire Stations and Libraries.

Forestry - responsible for the maintenance of 50,000 trees on regional and city road allowances as well as the trees in 120 city parks. Also responsible for the tree nursery and all tree planting programs (including subdivisions and citizen requests) city wide, and the trimming of trees in the vicinity of aerial hydro, acting as the contractor for Hamilton Hydro.

The maintenance and planting of City trees is an expanding role becoming more and more complex. The increased demand for professional arboriculture services - public relations, legal submissions, council requests, and implementation of new and improved programs has taken the General Foreman out of day to day operations to managerial level work as an authority on Urban forestry. This has resulted in an increased work load for the Foreman II and Foreman III.

In 1988, the Forestry section took over the new subdivision tree planting program which on average consists of 26 subdivisions per year with 1,034 lots. Approximately 1,200 trees per year are planted in subdivisions at a cost to the subdivider of $120,000. There are currently 70 active subdivisions with a value to the Forestry section of $230,599. These subdivisions require 2,306 trees. In future years, as these trees approach five years old, they will need to be added to the grid program.

Forestry also plants trees on the road allowance in front of private homes at the request of the property owner. Approximately 1,000 trees per year are planted under this program.

The stump removal program has been extended to 12 months a year, weather permitting, where previously it was done only in the summer. The stake removal program implemented in 1989 now employs two men for 8 weeks out of the grid program.

In the last few years, the workload and the amount of administrative paperwork associated with complaints and investigations of situations involving trees has increased substantially with the result that the two existing foremen are office bound. For example, in 1985 the Forestry section investigated 4,000 complaints. In 1990 the number had more than doubled to 9,328 due to increased public awareness and interest in the environment. With our present staff compliment and division of responsibilities, the response time to these complaints is slower than it should be and also supervision of the labour force is sporadic and less than desirable to maintain acceptable levels of production and standard of work.

The Forestry section employs 26 Local 5 staff in the summer and additional average of 30 in the winter (October 15 - April 15). The annual operating budget is $1,893,250 with an additional $106,740 from work for other accounts and revenue of $160,000 from hydro work (1990). In 1990, the Foremen II and III put in 1,040 hours of paid and unpaid overtime.

In order to better reflect the actual job responsibilities, it is necessary to reclassify a number of job descriptions. These reclassifications in part are necessary to respond to the increased sophistication of job responsibilities in the Forestry Section.

PROPOSAL:

The Horticulture section is specialized and requires skilled and knowledgeable staff to manage current responsibilities in an efficient and effective manner. The proposed re-structuring of the Forestry sub-section is in response to the technological advances characteristic of the industry and increased administrative requirements associated with day to day activities.

BEAUTIFICATION

Recommend an existing Gardener II position in Beautification be reclassified to that of a Yard Attendant (Forestry). The Yard Attendant would report directly to the Foreman III, Forestry and would be responsible for janitorial and yard related duties.

FORESTRY

The three existing Local 5 positions to be reclassified in the Forestry section are: 2 Forester II's and 1 Forester III.

It is recommended to upgrade these positions as follows:

> One position to be upgraded to Forestry Co-ordinator - duties to include assisting foremen in day to day operation, preparing reports and paper work as required on such matters as tree trimming, removal, stumping, spraying, planting and storm damage.
>
> Two positions should be upgraded to Forestry Investigators. The Investigators would receive and investigate the complaints/requests from the public, Public Works Department and Aldermen. They would be responsible for making recommendations as to work required and Foremen would then schedule work.

These positions would allow the Foreman the opportunity to be more effective in their daily duties.

The upgraded and reclassified Local 5 positions will remain in Local 5 and be awarded to staff through the job posting procedure through the Human Resource Centre.

Temporary job descriptions will be finalized and forwarded to the Human Resources for rating and posting.

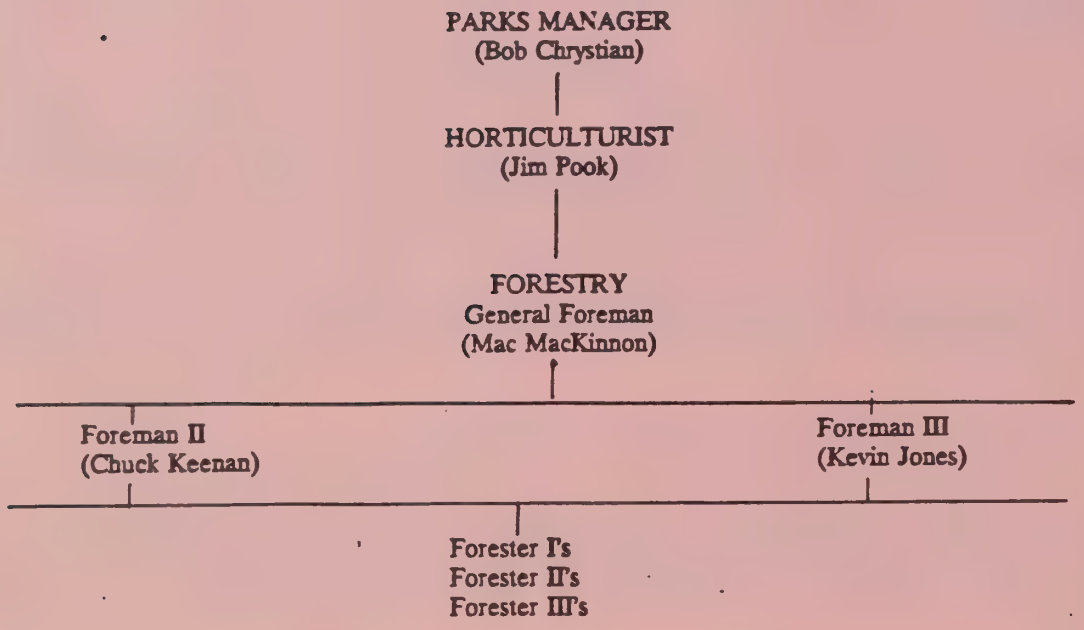
RWC/PSU/rb
attach.

cc L. Bourns, Manager, Wage and Salary Administration
cc B. Chrystian, Manager of Parks
cc J. Pook, Horticulturist
cc J. Keenan, President C.U.P.E. Local 5

EXISTING

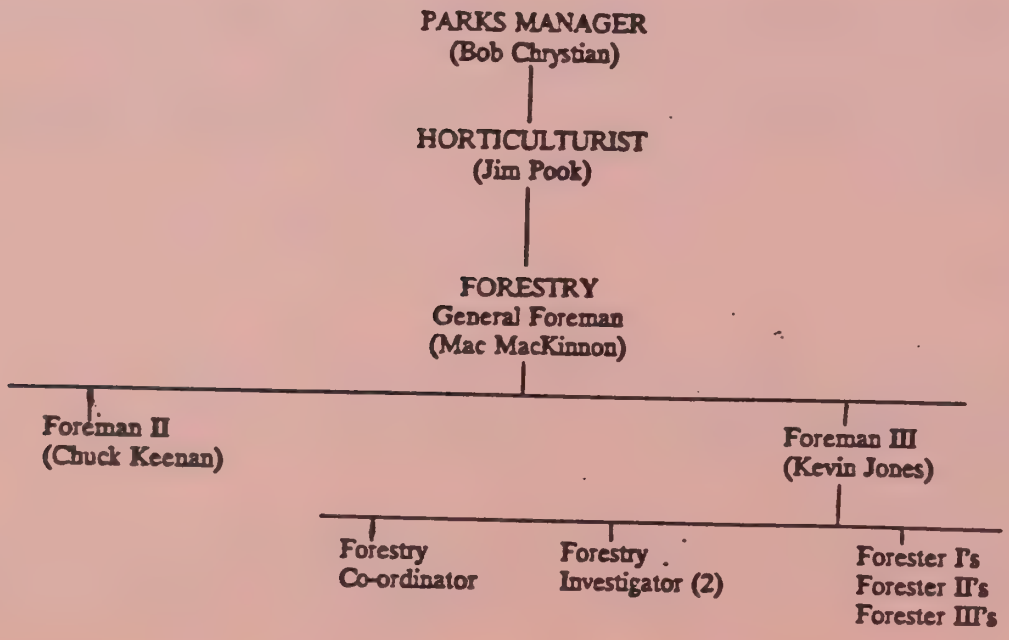
FORESTRY SECTION

ORGANIZATIONAL CHART



PROPOSED

FORESTRY RESTRUCTURING



1(b a i)

CITY OF HAMILTON

- RECOMMENDATION -

JAN 10 1992

DATE: 1992 January 8

REPORT TO: Mr. Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

85 Albany Avenue - Request for a Reserved "Permit Parking" space for a Handicapped Resident. [TEC-05-92]

RECOMMENDATION:

a) That the existing "No Stopping, Wheelchair Loading Only, 11:00 a.m. to 8:30 p.m., 7 days a week" regulation on the north side of Albany Avenue commencing at a point 237 feet east of Kenilworth Avenue and extending to a point 24 feet easterly therefrom be removed; and

b) That a "Permit Parking" regulation be implemented on the north side of Albany Avenue commencing at a point 237 feet east of Kenilworth Avenue and extending to a point 24 feet easterly therefrom; and

c) That the Director of Traffic Services be authorized to issue, upon request, one parking permit to Mr. William Stephens, 85 Albany Avenue; and

d) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

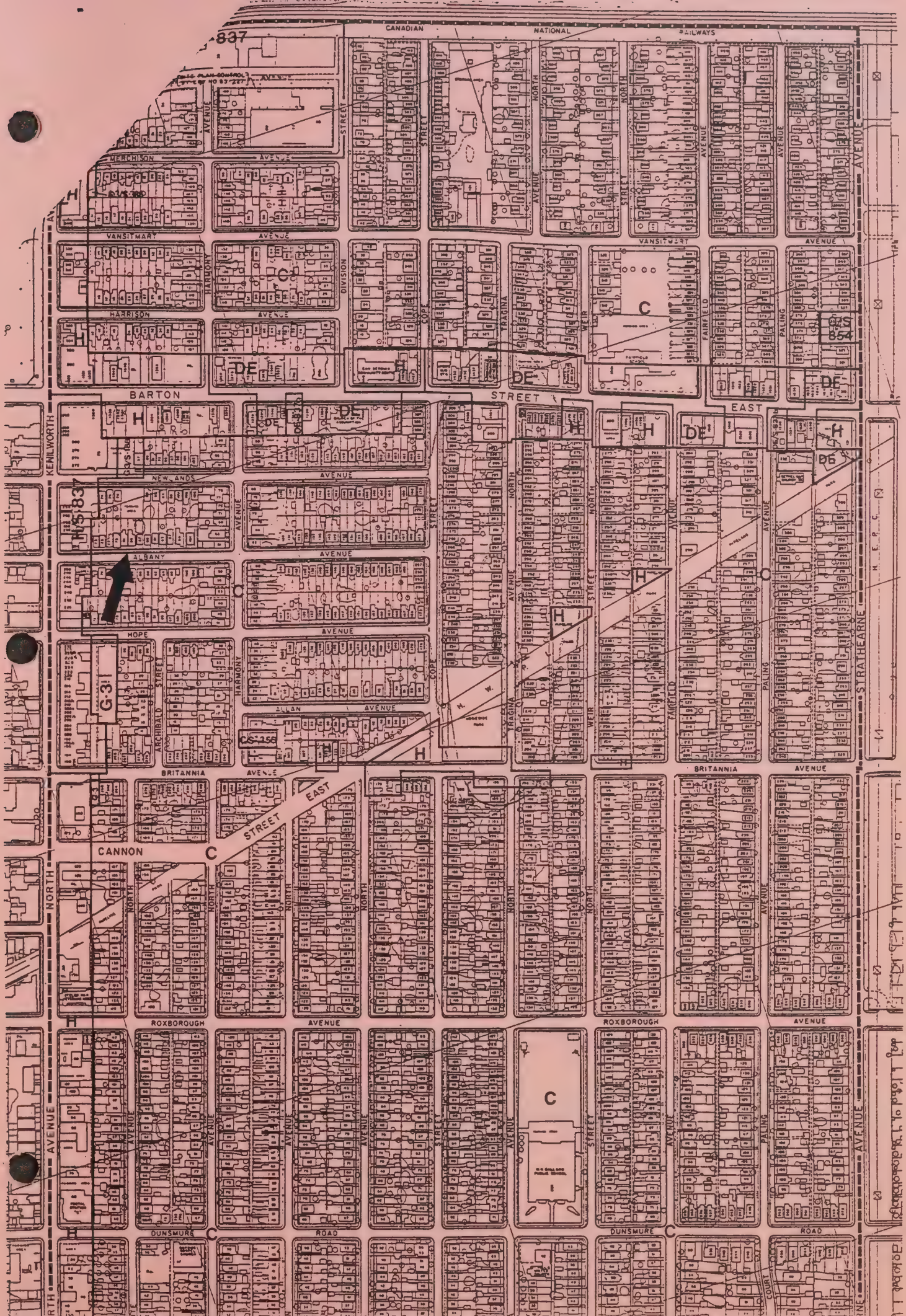
Sufficient funds are provided in the 1992 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $12.00 per year charge for the parking permit will off-set the cost to some degree.

BACKGROUND:

City Council at its meeting held 1991 February 12, approved a request from Mrs. Stephens to implement a wheelchair loading zone in front of her home since she is handicapped. However, Mrs. Stephens is now residing in St. Peters Hospital but visits her home three or four times each week such that she no longer requires Darts services.

Mr. Stephens is requesting that the wheelchair loading zone be replaced with a "Permit Parking" regulation so that he has a reserved parking space to park and to load and unload his handicapped wife. Therefore, the Traffic Department concurs with the request.

The implementation of the requested regulation will result in the restoration of one additional on-street parking space, since previously no one was permitted to park in the wheelchair loading zone.


CANADIAN NATIONAL RAILWAYS
MERCHISON AVENUE
VANSITMART AVENUE
HARRISON AVENUE
BARTON STREET EAST
NEW LANDS AVENUE
ALBANY AVENUE
HOPE AVENUE
ALLAN AVENUE
BRITANNIA AVENUE
CANNON STREET EAST
ROXBOROUGH AVENUE
DUNSMURE ROAD
KENILWORTH AVENUE
STRATHEARNE AVENUE
HARMONY STREET
DIVISION STREET
COPE STREET
TRAGINA AVENUE
WEIR AVENUE
FAIRFIELD AVENUE
PALING AVENUE
ARCHIBALD STREET
NORTH STREET
HWY 837
G-31
CS-156
N.E.P.C.
C
DE
H

1(a ii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 January 09

REPORT TO: Mr. Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 59 Picton Street West - Request for a Reserved "Permit Parking" space for a Handicapped Resident. [TEC-06-92]

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the south side of Picton Street West commencing at a point 173 feet east of Bay Street North and extending to a point 17 feet easterly therefrom; and

b) That the Director of Traffic Services be authorized to issue one parking permit to Ms. Joan DiFalco, 59 Picton Street West; and

c) That the City Traffic By-law be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $12.00 charge for the parking permit will off-set the cost to some degree.

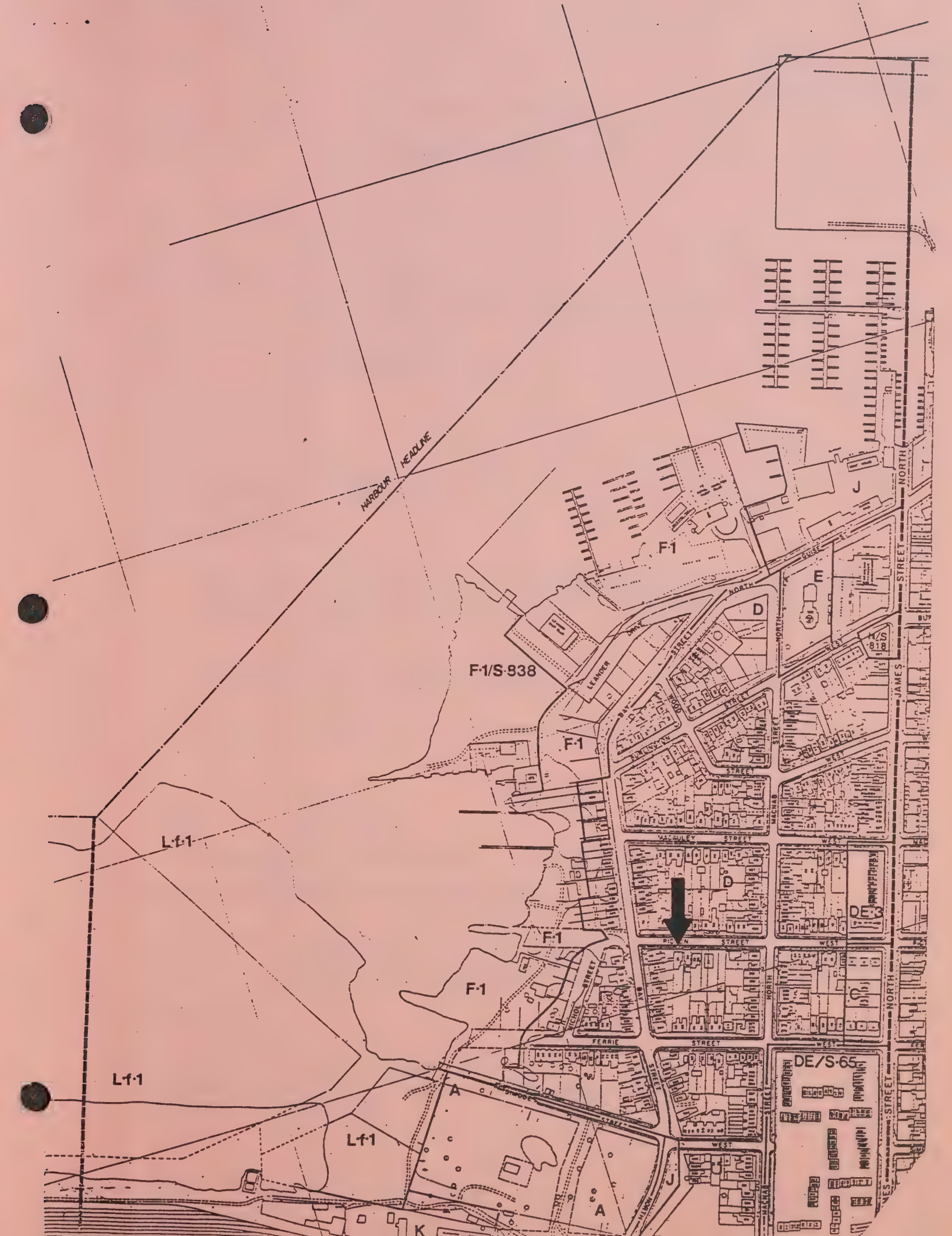
BACKGROUND:

The Traffic Department has received a request from Ms. Joan DiFalco, 59 Picton Street West, that a reserved "Permit Parking" space be designated on the street in front of her home since she is handicapped.

Picton has a 28 foot pavement width, and presently, there is unrestricted free parking on both sides of the street in this area.

City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of handicapped residents homes. This policy requires, in part, that the applicant possesses a valid handicapped permit issued by the Ministry of Transportation. The Traffic Department has confirmed that Ms. Di Falco possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, the Traffic Department concurs with the request.

The implementation of the requested regulation will reserve one legal on-street parking space directly in front of the applicant's home and since parking would be permitted on both sides of the street for the remainder of the block, the Traffic Department does not anticipate any parking difficulties for area residents.


HARBOUR HEADLINE
F-1
F-1/S-938
L-f-1
L-f-1
L-f-1
F-1
F-1
F-1
DE/S-65
A
A
K
J
J
D
D
D
E
DE
C
C
818
STREET
NORTH
WEST
JAMES
FERRIE
PICTON
MACAULEY
LEANDER
DRIVE
BAY
HARBOUR

1(b a iii)

CITY OF HAMILTON

- RECOMMENDATION -

JAN

DATE: 1992 January 02

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 113 Ray Street North - Request for a Reserved "Permit Parking" Space for a Handicapped Resident. (TEC-01-92)

RECOMMENDATIONS:

a) That a "Permit Parking" regulation be implemented on the west side of Ray Street North commencing at a point 75 feet south of York Boulevard and extending to a point 20 feet southerly therefrom; and

b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. McCabe, No. 113 Ray Street North; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $12.00 per year charge for the parking permit will off-set the cost to some degree.

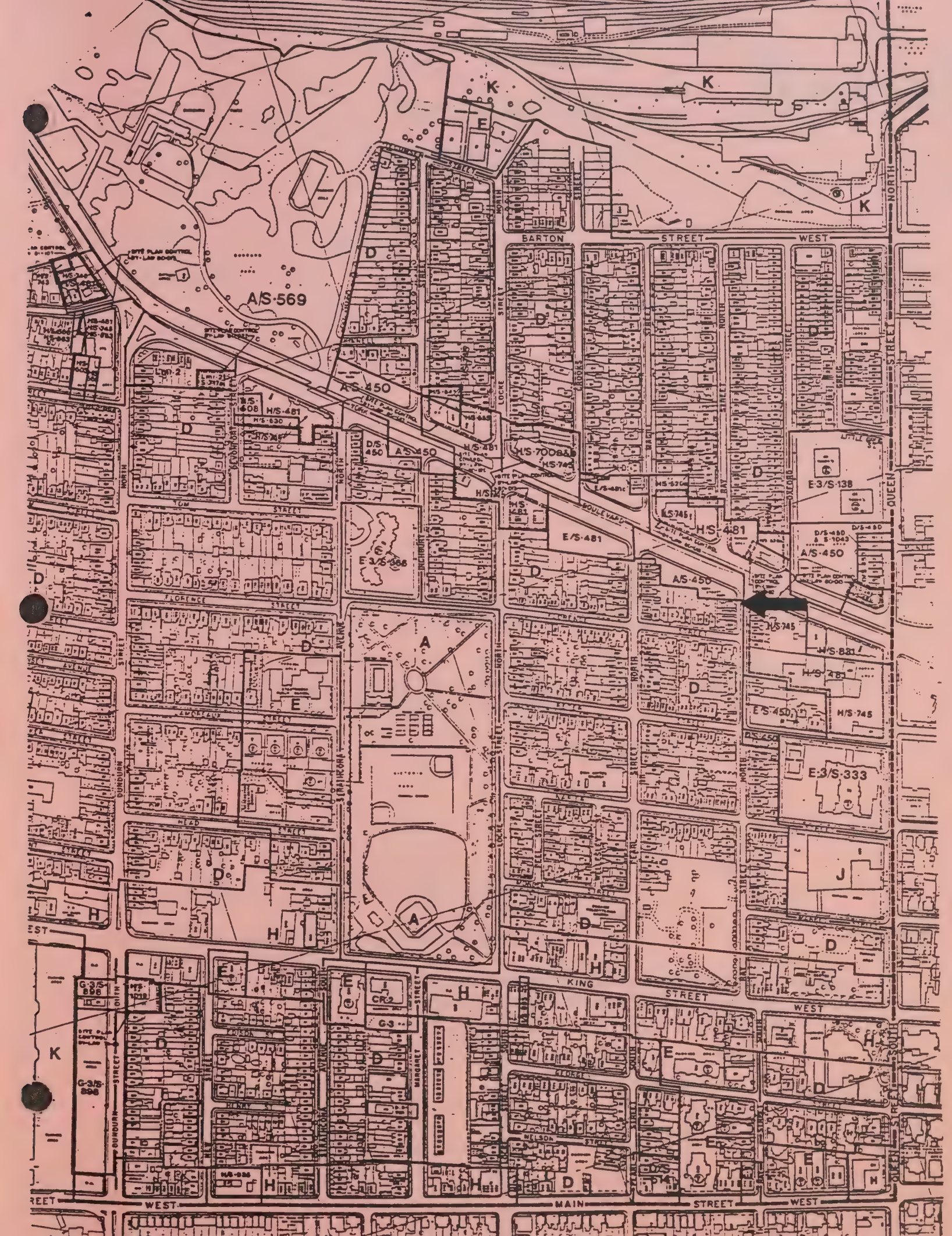
BACKGROUND:

The Traffic Department has received a request from Mr. McCabe, No. 113 Ray Street North, that a reserved "Permit Parking" space be designated on the street in front of his home since he is handicapped.

Picton has a 24 foot pavement width, and presently, there is unrestricted free parking on the west side of the street except for a reserved parking space for a handicapped resident in front of No. 117 Ray Street North and parking is prohibited on the east side of the street in this area.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of handicapped residents homes. This policy requires, in part, that the applicant possesses a valid handicapped permit issued by the Ministry of Transportation. The Traffic Department has confirmed that Mr. McCabe possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, the Traffic Department concurs with the request.

The implementation of the requested regulation will reserve one legal on-street parking space directly in front of the applicant's home and since parking would be permitted on the west side of the street for the remainder of the block, the Traffic Department does not anticipate any parking difficulties for area residents.


BARTON STREET WEST
A/S-569
A/S-450
H/S-481
H/S-630
H/S-700&8
H/S-745
E/S-481
E-3/S-138
E-3/S-333
E-3/S-388
A/S-450
H/S-831
H/S-480
E/S-450
D/S-450
KING STREET WEST
MAIN STREET WEST
NORTH QUEEN STREET
BOULEVARD
DUNDURN STREET
STRATHCONA AVENUE
LOCKE STREET
INCHBURY STREET
FLORENCE STREET
MACNAB STREET
PEARL STREET
JAMES STREET
MARGARET AVENUE
QUEEN STREET
G-3/S-888
CR-2
G-3

1(Daiv)

JA

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 January 2

REPORT TO: Ms. Tina Agnello
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

West 3rd Street between McElroy Road West and South Bend Road West - Parking Regulations. [TEC-307-91]

RECOMMENDATION:

a) That a "No Parking" regulation be implemented on the east side of West 3rd Street between McElroy Road West and South Bend Road West; and

b) That a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the west side of West 3rd Street between McElroy Road West and South Bend Road West; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

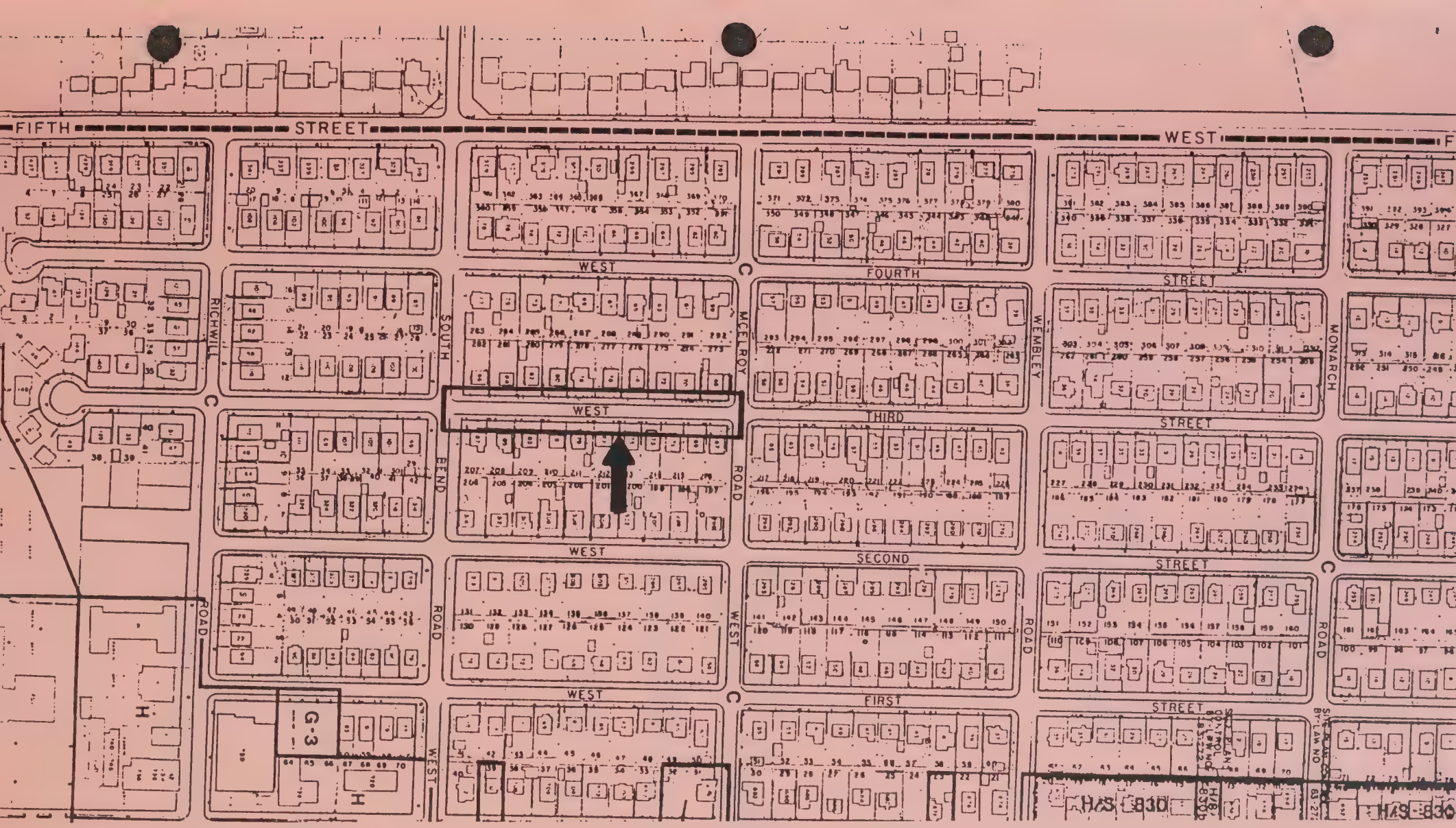
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $24.00 charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

Alderman Don Ross has forwarded a petition to the Traffic Department signed by representatives of 15 of the 21 one, two and three family dwellings abutting West 3rd between McElroy and South Bend, requesting that a "No Parking" regulation be implemented on the east side and a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the west side of the street in this block. All 15 residents who signed the petition are in favour of the requested regulation.

West 3rd has a 28 foot pavement width, and presently, there is unrestricted free parking on both sides of the street in this block. The residents have expressed concern regarding long-term non-resident parking by students from Mohawk College, as well as vehicles parking on both sides of the street. The implementation of the requested regulation would eliminate long-term non-resident parking and area residents would be entitled to purchase permits at a cost of $24.00 per permit each year to exempt their vehicles from the signed parking time limit. Therefore, since 71 percent of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request.


FIFTH STREET
WEST
FOURTH STREET
THIRD STREET
SECOND STREET
FIRST STREET
RICHMILL ROAD
SOUTH BEND ROAD
MCELROY ROAD
WEST ROAD
WEMBLEY ROAD
MONARCH ROAD
G-3
H
H/S 830

1(Dav)

CITY OF HAMILTON

- RECOMMENDATION -

JAN 10 1992

DATE: 1992 January 07

REPORT TO: Mr. Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

North side of Dunsmure Road, west of Ottawa Street North - Parking Regulations. **(TEC-297-91)**

RECOMMENDATION:

a) That the existing 65 foot "No Stopping" regulation on the north side of Dunsmure Road, west of Ottawa Street, be shortened such that the regulation commences at Ottawa Street and extends to a point 46 feet westerly therefrom; and

b) That a "No Parking" regulation be implemented on the north side of Dunsmure Road commencing at a point 46 feet west of Ottawa Street and extending to a point 20 feet westerly therefrom; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

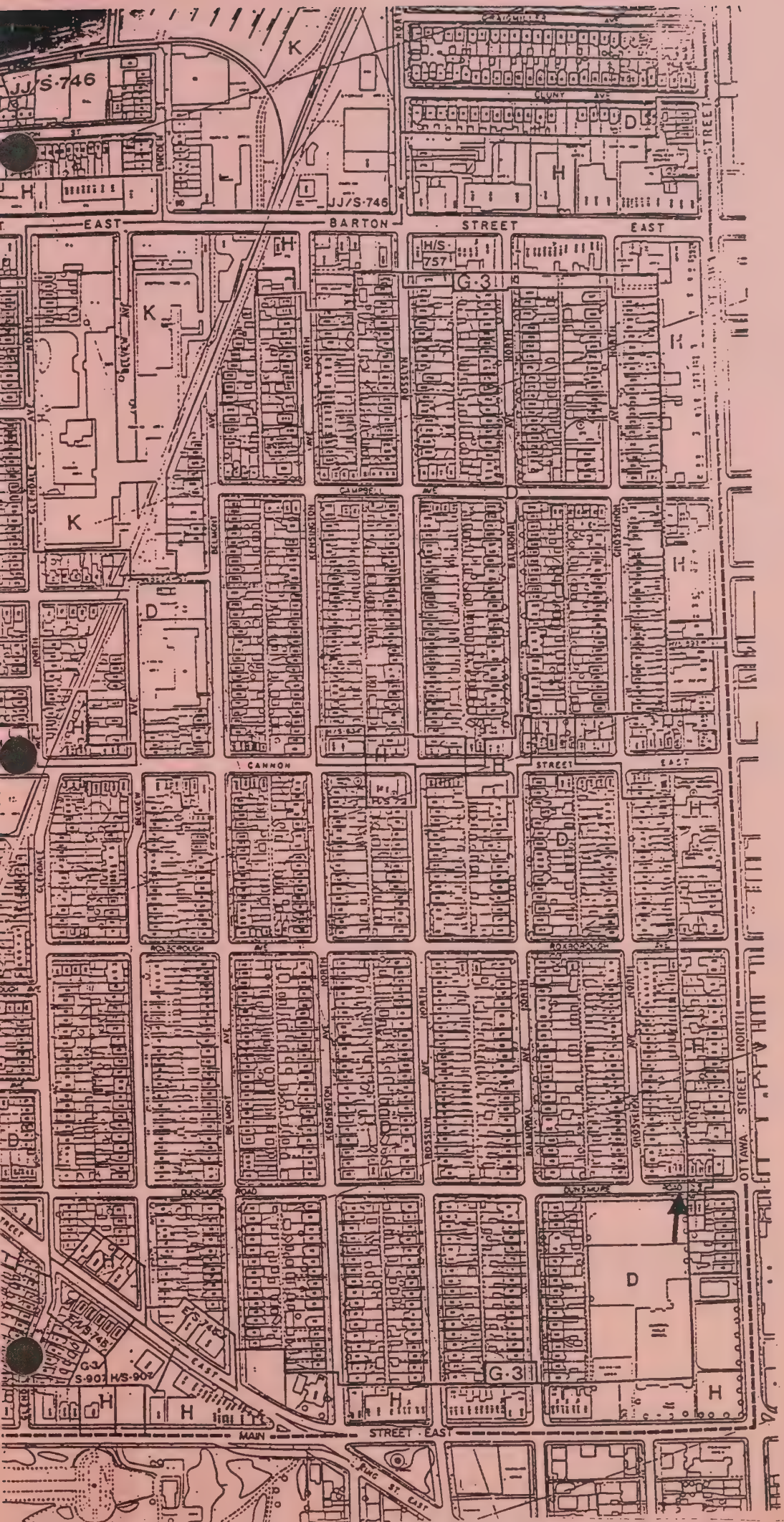
Sufficient funds are provided in the 1992 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Don Ross has advised of concerns regarding vehicles being illegally parked in the "No Stopping" regulation on the north side of Dunsmure, west of Ottawa, adjacent to a Tim Hortons Donut Shop.

Dunsmure has a 30 foot pavement width, and presently, stopping is prohibited on the south side and there is unrestricted free parking on the north side except for a 65 foot "No Stopping" regulation immediately west of Ottawa. This "No Stopping" regulation was implemented many years ago and there is no longer a record of why the regulation was implemented. However, the regulation does serve as a corner clearance and facilitates movements into and out of the Tim Hortons' driveway.

An investigation has revealed that the "No Stopping" regulation on the north side of the street could be shortened by 19 feet to provide a loading zone beside the Tim Hortons without interfering with turning movements. Therefore, the Traffic Department recommends that the existing 65 foot "No Stopping" regulation on the north side of Dunsmure, west of Ottawa, be shortened by 19 feet, and that a 20 foot "No Parking" regulation be implemented in this area.


EAST
BARTON
STREET
EAST
CANNON
STREET
EAST
MAIN
STREET
EAST
OTTAWA
STREET
NORTH
JJ/S-746
H/S-757
G-3
D
K
H
S-907
H/S-907

1(06)

CITY OF HAMILTON

- RECOMMENDATION -

JAN 1

DATE: 1992 January 7

REPORT TO: Mr. Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Howard E. Katz, 2 Ray Street South - Application for Boulevard Parking. (TEC-02-92)

RECOMMENDATION:

That the application by Howard E. Katz to lease a portion of the boulevard of Ray Street South adjacent to 2 Ray Street South be approved provided that:

1) The applicant pays the $186.74 annual fee in accordance with the fee structure approved by City Council on 1986 March 25, in addition to the $10.00 encroachment insurance charge approved by City Council on 1984 February 14.

2) The owner pays a one time $25.00 registration fee as approved by City Council on 1986 January 14.

3) The owner pays a one time $25.00 registration fee to discharge the existing residential boulevard parking agreement.

4) The owner pays a one time $160.05 processing fee, as approved by City Council on 1990 March 27.

5) The owner complies with the requirements as set out in the policy approved by City Council on 1975 June 25, respecting using a portion of the road allowance for parking purposes.

6) The parking area be constructed and maintained at the owner's expense.

7) The owner executes an agreement satisfactory to the City Solicitor, to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Revenue from the leasing of this boulevard would be $186.74 per year.

BACKGROUND:

Howard E. Katz, 2 Ray Street South, has applied for permission to lease a portion of the road allowance of Ray Street South adjacent to this property for parking 5 vehicles.

The property in question currently has a residential boulevard parking agreement registered on title as Inst. #382389C.D. This document was registered in October 1986 to allow the use of City boulevard for parking purposes under a residential use. The current use of the property is that of a commercial nature. Thus the current agreement should be discharged and a new agreement executed to reflect the new use and appropriate charges for use of City boulevard.

The application has been reviewed by the Traffic Department, and it has been determined that boulevard parking in this area would be satisfactory, provided that certain conditions are met by the applicant and the required boulevard parking agreement is executed by the applicant and by the City.

The applicant has forwarded a completed agreement which is satisfactory to the Traffic Department, as well as a cheque in the amount of $406.79 which represents the first annual licencing fee ($186.74) and encroachment insurance ($10.00) as well as the one time registration fee ($25.00) a one time registration fee to discharge the existing boulevard agreement ($25.00) and one time processing fee ($160.05).

c.c. Ms. P. Noé Johnson, City Solicitor


VICTORIA PARK
BASEBALL DIAMOND
TENNIS COURTS
STRATHCONA
LOCKE STREET
NORTH
PETER STREET
ZION UNITED CHURCH
NAPIER STREET
PEEL STREET
WELLESLEY ST
PEARL STREET
MORDEN STREET
ERSKINE PRESBYTERIAN CHURCH
PARKING AREA
KING WEST BAPTIST CH.
KING STREET
RAY STREET
E/S 450
D/S 450
H/S 885
CR-2
G-3
P.A.
SOUTH
MARGARET
D/S 785
GEORGE
NELSON STREET
ST. THOMAS AQUINAS R.C. SCHOOL
D/S 614
MAIN STREET
GRAND LODGE
A
D
E
H

2.

CITY OF HAMILTON

- INFORMATION -

JAN 16 1992

DATE: 1992 January 10

REPORT TO: Mr. K. Christenson
Secretary, Transport and Environment Committee

FROM: Mr. J. G. Pavelka, P.Eng.
Director of Public Works

SUBJECT: **Tree Planting in Hard Surfaces**
New Tree Grate Program

BACKGROUND:

A number of factors contribute to the deterioration of trees planted in an urban environment. These include:

1. Salt damage due to the close proximity of trees to the street.

2. Mechanical injury such as road reconstruction, snow plows, sidewalk cleaning equipment.

3. Root compaction - trees in hard surfaces are subject to heavy traffic which causes decline in the health of the tree by forcing oxygen out of the soil. Once a tree is in a weakened condition, it becomes more susceptible to insect and disease attack, as well as root injury which could result in upheaval of the tree.

In order to enhance the tree's ability to survive in a hard surface area, various surface treatment techniques have been used including the installation of concrete or cast iron grates and brick pavers. However, experience has shown that even after proper application of available products concerns remain with respect to the development of the tree and pedestrian safety. As a tree matures a flare develops at the base of the trunk causing damage to the tree and lifting of the grate or pavers. When a tree is girdled, it causes a restriction of nutrient flow and decline in the health of the tree and eventual death. The forced movement of grates and paving stones results in an uneven surface condition and a potential trip hazard for pedestrians.

CONCLUSION:

The Public Works Department, Parks Section has prepared design details for trees planted in hard surface areas which will increase the long term viability of the tree and reduce safety hazards for pedestrians by integrating a less obtrusive walking surface. With less litter accumulation and weed growth, a more aesthetically pleasing streetscape is accomplished.

The new tree grate system consists of a concrete collar, galvanized steel subgrate, and cast iron insert. The tree is planted below the hard surface allowing air and water filtration to the root system. There is no water run off and applied fertilizer is accessible to the tree. The design also allows the flare at the base of the tree to develop without girdling or heaving the hard surface treatment. The brick pavers are installed to match the existing grade of sidewalk on the subgrate, eliminating the potential for movement and possible tripping hazards.

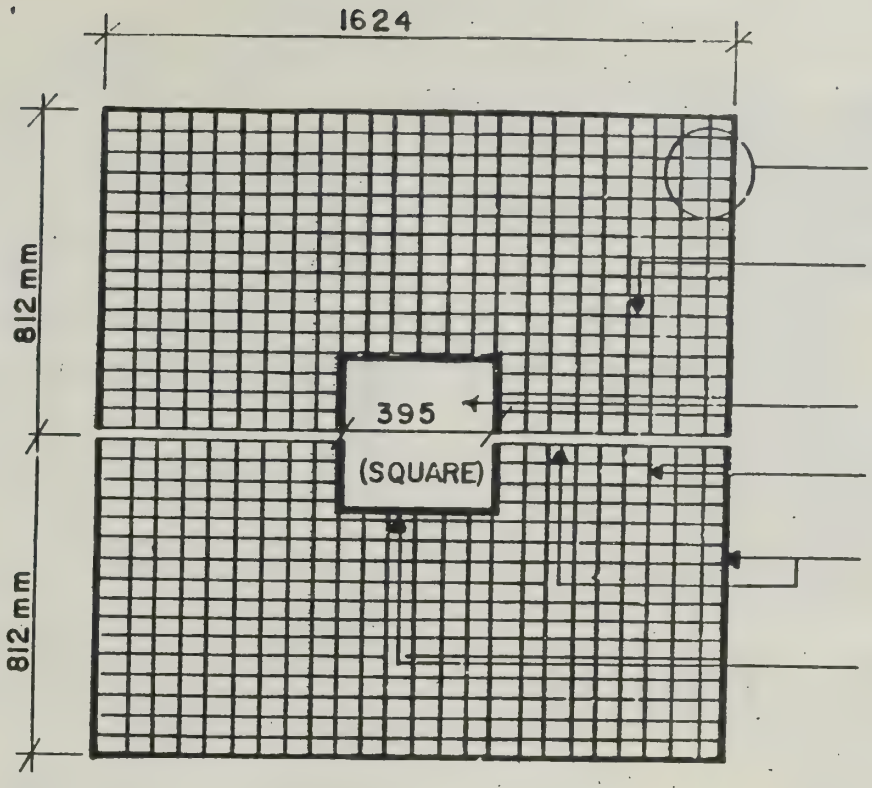
The cast iron insert around the trunk of the tree can be removed as the tree matures and eliminates a potential trip point until the diameter of the tree warrants removal of this collar.

This program was implemented in the Fall of 1991 at locations in the Downtown Promenade BIA, King William Street and Leeming Street near Barton Street.

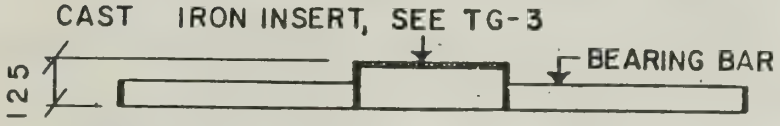
As new and replacement trees are required in the City centre in hard surface areas, staff will continue to implement this program, monitoring the effectiveness of the new system and making necessary changes as required.

RWC/PSU/rb
attachments

cc B. Chrystian, Manager of Parks
cc J. Pook, Horticulturist

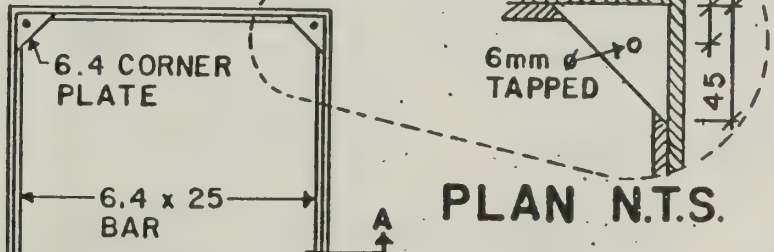


GRATE-PLAN VIEW 1:20



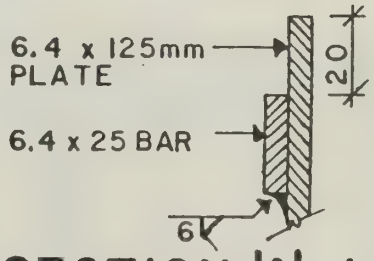
GRATE SECTION 1:20

NOTE:
ALL STEEL TO BE GALVANIZED

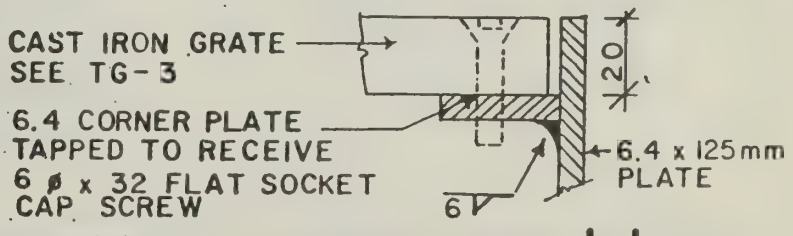


PLAN 1:10

PLAN N.T.S.



SECTION 'A' 1:2



CENTER OPENING DETAILS

SECTION 'B' 1:2

CITY OF HAMILTON

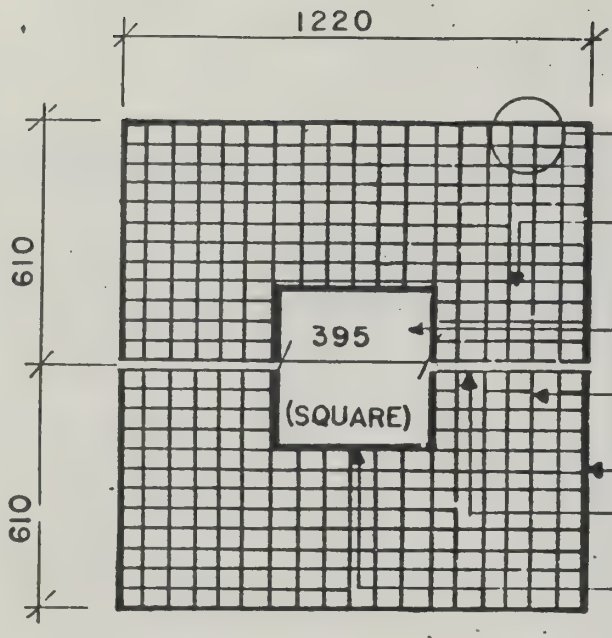
DEPARTMENT OF PUBLIC WORKS - PARKS DIVISION

TITLE
TREE PIT - STEEL GRATE, 1624 x 1624 mm

DATE
DECEMBER/90

SCALE
SHOWN

DRAWING NO.
TG-1



TYPE HDW-A HEAVY DUTY STEEL GRATING, 2 PIECES

BEARING BAR SIZE 50mm X 6·4mm - PLAIN
BEARING BAR SPACING 30mm± O. C.

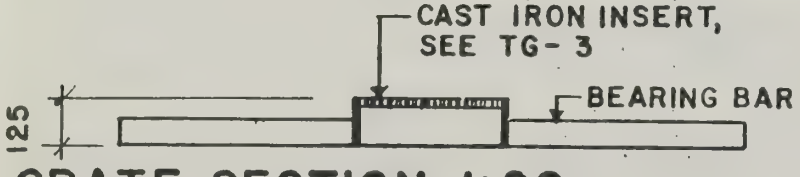
CAST IRON INSERT, SEE DETAIL

CROSS BAR SPACING 100mm± O. C.

BAND OPEN ENDS WITH PLAIN 50mm X 6·4mm

KICKPLATE 6·4mm x 125mm STEEL PLATE ON ALL SIDES OF CENTRE OPENING (395 X 395mm CLEAR OPENING), WELD TO GALVANIZED GRATING

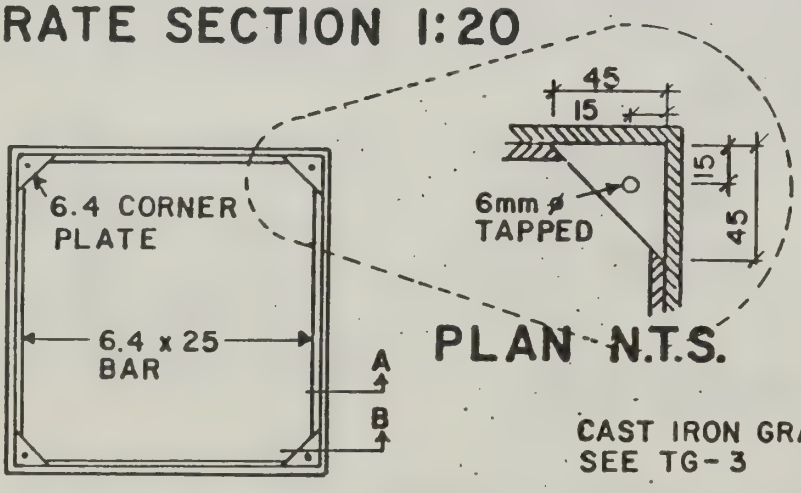
GRATE-PLAN VIEW 1:20



GRATE SECTION 1:20

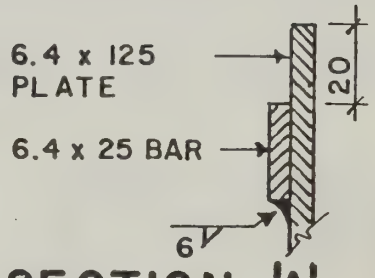
NOTE

ALL STEEL TO BE GALVANIZED

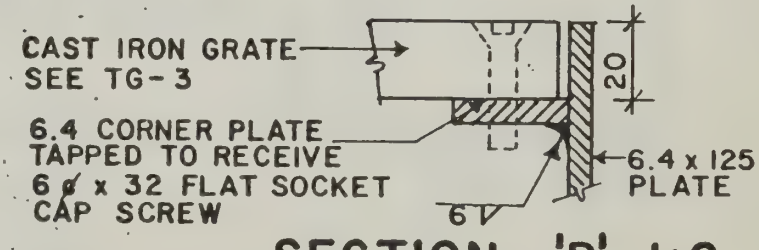


PLAN N.T.S.

PLAN 1:10



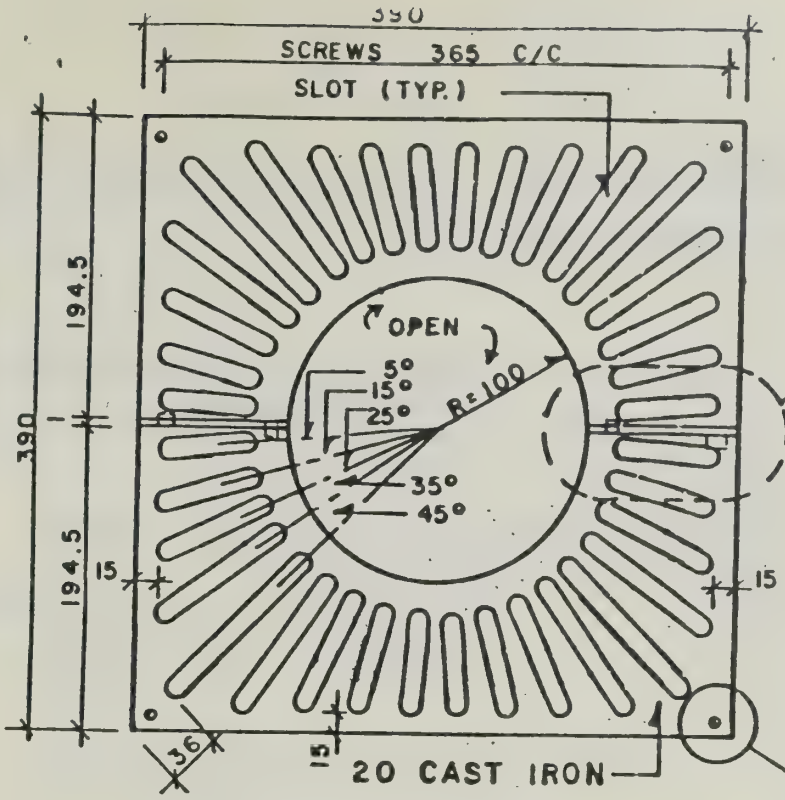
SECTION 'A' 1:2



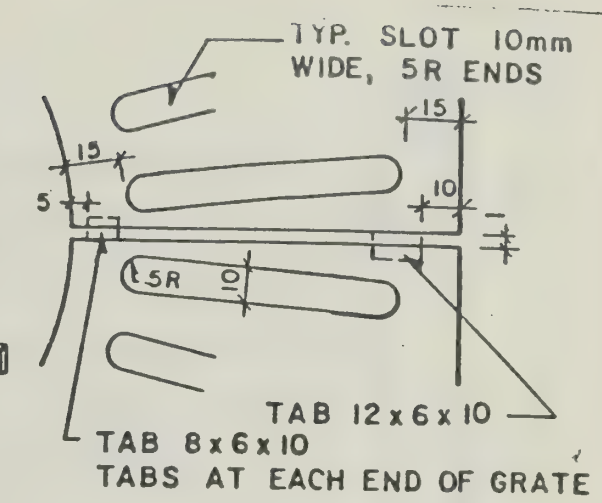
SECTION 'B' 1:2

CENTRE OPENING DETAILS

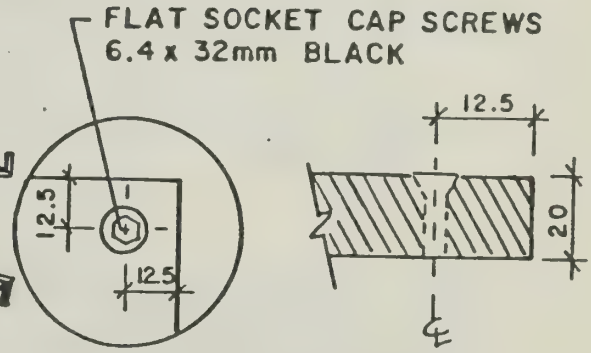
	CITY OF HAMILTON DEPARTMENT OF PUBLIC WORKS - PARKS DIVISION	DATE DECEMBER / 9
		SCALE SHOWN
	TITLE TREE PIT - STEEL GRATE, 1220 x 1220mm	DRAWING NO. TG-2



GRATE TYPE A PLAN 1:5

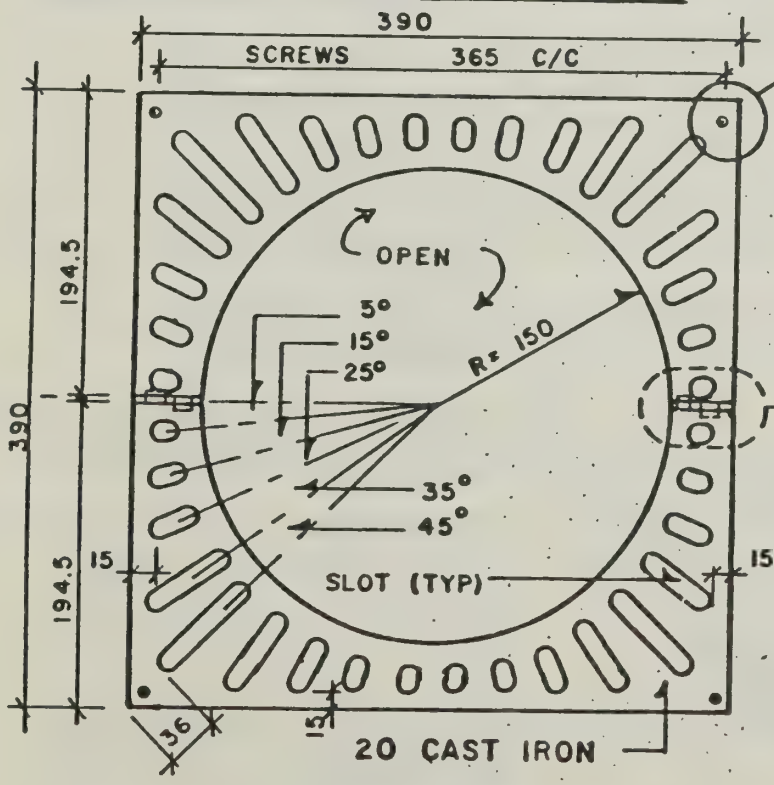


SLOT & TAB DETAIL PLAN 1:2

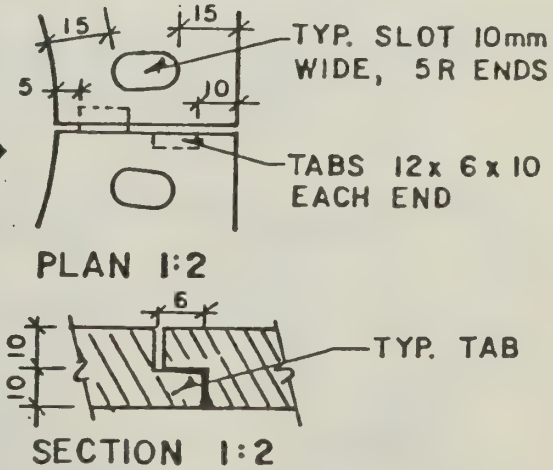


PLAN 1:2 SECTION 1:2

SCREW HOLE DETAILS



GRATE TYPE B PLAN 1:5



PLAN 1:2

SECTION 1:2

SLOT & TAB DETAILS

NOTE: READ IN CONJUNCTION WITH TG-1 & TG-2

CITY OF HAMILTON

DEPT. OF PUBLIC WORKS - PARKS DEVELOPMENT

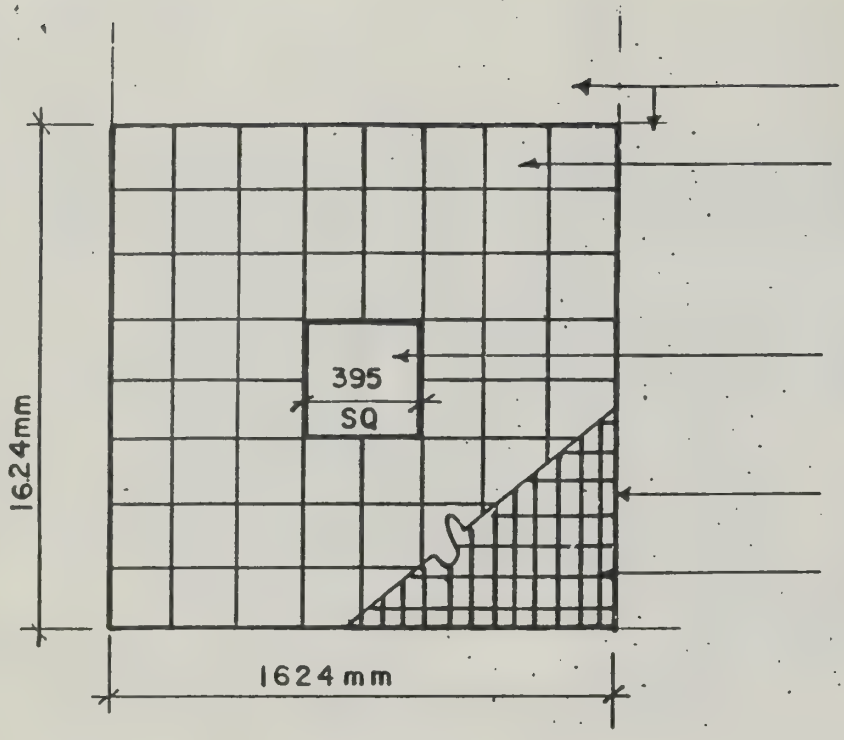
TITLE

CAST IRON INSERT FOR STEEL GRATE

DATE DECEMBER/90

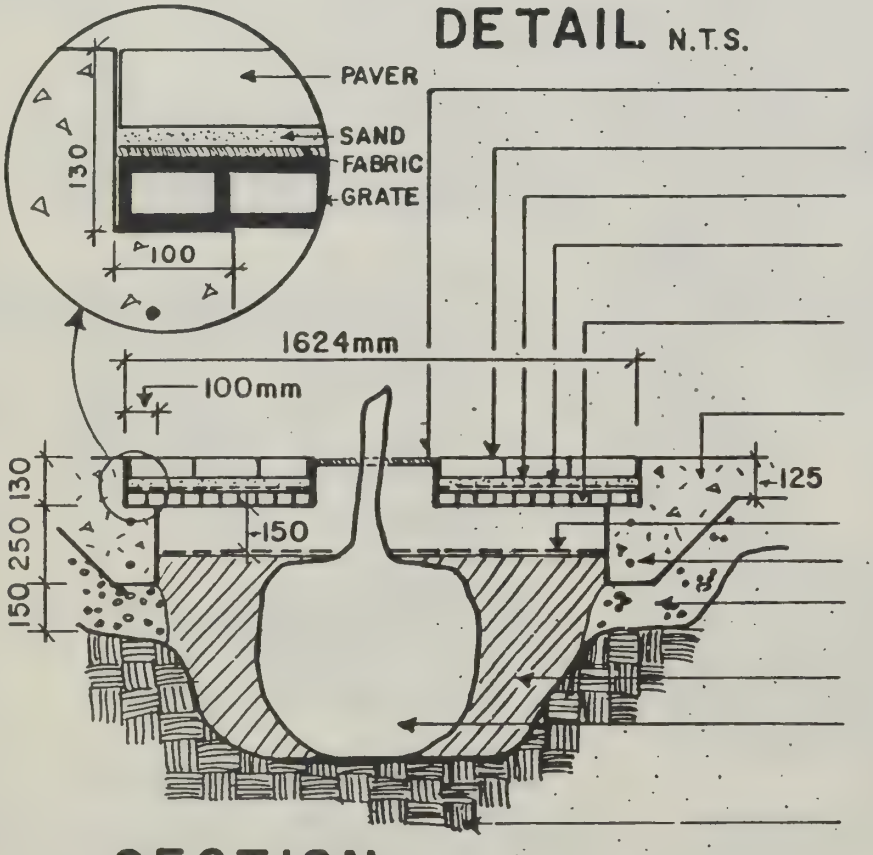
SCALE SHOWN

DRAWING No. TG-3



PLAN

DETAIL N.T.S.



SECTION

CITY OF HAMILTON

DEPARTMENT OF PUBLIC WORKS - PARKS DIVISION

TITLE: UNIT PAVING TREE GRATE, 1624 x 1624mm IN CONCRETE WALKWAYS

DATE: DECEMBER/9

SCALE: 1:25

DRAWING No. TG-4

RECEIVED
JAN 15 1992
CITY CLERKS

CITY OF HAMILTON

- RECOMMENDATION -

3.

1992 January 15

REPORT TO: Mr. Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Parking Arrangements during construction of the parking structure for the Henderson General Hospital. (TEC-07-92)

RECOMMENDATION:

a) That notwithstanding Section 44 of the Parks By-law which prohibits the parking of motor vehicles in parks for other than the purpose of utilizing park facilities, permit parking only for the staff of the Henderson General Hospital be permitted in the lookout areas along Mountain Park Avenue and on the south and west sides of Mountain Park Avenue between Upper Sherman Avenue and Concession Street from 1992 February 01 to 1992 October 31; and

b) That special temporary parking permits be made available to the Henderson Hospital for distribution to employees to allow parking in these areas.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

BACKGROUND:

Construction of the future parking structure for the Henderson General Hospital will commence in February of 1992, on the present off-street parking lot on the south side of Concession Street opposite the hospital. During this time, the parking problem, which is extreme under normal circumstances, will be further aggravated by the necessity to discontinue parking in the parking lot area while construction is taking place.

A representative of the hospital has asked that we consider allowing parking by permit for hospital staff in parking areas within the park along Mountain Park Avenue, contrary to the provision in the Parks By-law which limits parking in parks to persons engaged in using the park facilities.

There are a total of 9 outlook bays along the Brow, which are generally restricted to persons using the bays for the purpose of viewing the City, and in which parking is generally limited to one-hour parking time limit. Approximately 93 vehicles can be parked in the 9 bays.

In addition, parking is presently prohibited on both sides of Mountain Park Avenue between Upper Sherman Avenue and Concession Street which is also within the park. However, the street is wide enough to allow parking on one side. A total of approximately 75 parking spaces could be made available on the south and west sides of Mountain Park Avenue between Upper Sherman Avenue and Concession Street.

A copy of this report will be forwarded to the Parks and Recreation Committee for information. In addition, it will be recommended to the Regional Transportation Services Committee that parking be allowed temporarily on the east side of Upper Sherman Avenue in the area between Concession Street and Crockett Street.

cc: Mr. Kevin Christenson
Secretary, Parks and Recreation Committee

URBAN/MUNICIPAL
CA4 ON HBL A05
C51 T6

J. J. SCHATZ
CITY CLERK

THE CORPORATION OF THE CITY OF HAMILTON

OFFICE OF THE CITY CLERK
71 MAIN STREET WEST
HAMILTON, ONTARIO L8N 3T4

PHONE (416) 546-2700
FAX (416) 546-2095

URBAN MUNICIPAL

GOV

1992 January 29

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1992 February 3
9:30 o'clock a.m.
Room 233, City Hall

Kevin Christenson, Secretary
Transport and Environment Committee

AGENDA

DELEGATION

10:15 a.m. Proposal to Stop-up, Close and Retain the Portion of the Public Assumed Road Allowance of Kelly Street, from 55 metres East of Mary Street and 60 metres West of Ferguson Avenue North and Elgin Street, from 90 metres North of Wilson Street and 45 metres South of Cannon Street East.

1. **CONSENT AGENDA**

2. **DIRECTOR OF TRAFFIC SERVICES**

   (a) Part Time Turn Prohibition, James Mountain Road to Markland Street

   (b) Pedestrian Safety Advisory Sub-Committee of the Transport and Environment Committee

3. **ACTING DIRECTOR OF PUBLIC WORKS**

   Noise Control Officer

4. **CITY CLERK**

   Correspondence

   (a) Hamilton Harbour Commissioners - S. McNally & Sons Limited - V - Her Majesty The Queen

   (b) Township of Limerick - Environmental Protection Act, Part VII, Sewage Systems

5. **OTHER BUSINESS**

6. **ADJOURNMENT**

TRANSPORT AND ENVIRONMENT COMMITTEE

OUTSTANDING ITEMS

	ITEMS	ORIGINAL DATE	ACTION	STATUS
1.	Crescent Oil Company of Canada Confidential Land Use	1991 March 18	Alderman V. J. Agro	Tabled
2.	Closure of East/West Alley South of King St. East between John and Catharine Streets	1991 July 22	Mr. G. Aston (Mongeon/Pappas)	Tabled
3.	Parking Regulations Albany Avenue between Kenilworth Avenue North and Robins Avenue	1991 October 21	Alderman D. Wilson	Tabled
4.	Intersection Control Greenhill and Monte Drive - Greenhill and Summercrest Drive	1991 September 16	Alderman D. Agostino	Tabled
5.	Parking Prohibition Greenhill Avenue between Vienna Street and Pavarotti Court	1991 October 21	Alderman D. Agostino	Tabled
6.	Residential Boulevard Parking 174 Market Street	1992 January 6	Alderman V. J. Agro	Tabled
7.	Intersection Control Bowman and Sussex Streets	1992 January 6	Alderman M. Kiss	Tabled
8.	Delegations for School Crossing Guards	1992 January 6	Mr. M. F. Main	Comprehensive Report Pending
i.	Easterly intersection of Bendamere Avenue and Columbia Drive	1992 January 6	Alderman D. Ross	Tabled
ii.	Intersection of Kenilworth Ave. and Monterey Avenue	1992 January 6	Alderman D. Wilson	Tabled
iii.	Intersection of Sanatorium Rd. and Rice Avenue	1992 January 6	Alderman D. Ross	Tabled
iv.	Intersection of Main St. West and Whitney Avenue	1992 January 6	Alderman M. Kiss	Tabled

1992 January 30 Kevin C. Christenson, Secretary

DELEGATION.

10:15 am.

HAMILTON

PUBLIC NOTICE

To stop-up, close and retain the portion of Kelly Street, from 55 Metres East of Mary Street and 60 metres West of Ferguson Avenue North.
Stop-up, close and retain the portion of Elgin Street, from 90 metres North of Wilson Street and 45 metres south of Cannon Street East.

Notice is hereby given pursuant to Section 301 of The Municipal Act R.S.O. 1980, Chapter 302 that the Council of the Corporation of the City of Hamilton proposes at its meeting to be held in City Hall at 7:30 p.m. on Tuesday, February 11, 1992 to pass a By-Law to stop-up, close and retain the Portion of the Public Assumed Road Allowance of Kelly Street, from 55 metres East of Mary Street and 60 metres West of Ferguson Avenue North and Elgin Street, from 90 metres North of Wilson Street and 45 metres South of Cannon Street East.

A plan showing the lands to be affected and a draft of the proposed By-Law may be seen in the Regional Engineering Department, 6th Floor, City Hall, Hamilton.

On Monday, February 3, 1992, at 10:15 a.m., City Council through its Transportation and Environment Committee, will hear in person, or by his counsel, solicitor or agent, any person who claims that his lands will be prejudicially affected by the said By-Law and who applies to be heard. Any such person who wishes to be heard should make written application to the following individuals as soon as possible.

Ms. T. Agnello, Secretary
Transport and Environment Committee
Office of the City Clerk
City Hall, 71 Main Street West
Hamilton
L8N 3T4

Dated at Hamilton, Ontario this 9th day of [redacted]

[redacted]
Corporation of the City of Hamilton

CITY OF HAMILTON

- RECOMMENDATION -

DATE: January 23, 1992
S610-03 L. MacNeil

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT:

Stopping-up and closing certain City lands known as Kelly Street and Elgin Street.

RECOMMENDATION:

a) That the following City lands be closed, stopped-up and retained as noted below:

Parts of Kelly Street	Parts 7 and 8, Plan 62R-12040
Part of Elgin Street	Part 5, Plan 62R-12040

b) That the By-Law attached to this report to carry out the closing, stopping-up and retention of the foregoing be enacted by Council.

c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-law.

G. Aston

for E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

Cont'd ....

Cont'd .....

BACKGROUND

This closure was authorized for advertising by City Council on January 9, 16, 23 and 30, 1992.

/ljm
Encl.

cc: Mr. J. J. Schatz, City Clerk
Att: D. Geroux (encl.)
cc: Mr. F. Angelici, Planning Department
cc: M. Watson, Property Department

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 92-

TO STOP-UP, CLOSE AND RETAIN PORTIONS OF KELLY STREET

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 301 of The Municipal Act, Revised Statutes of Ontario, 1980, Chapter 302 to stop-up, close and retain any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton in adopting item 7 of the 14th Report of the Transport and Environment Committee on November 8, 1991 authorized the City to stop-up, close and retain portions of Kelly Street, being more particularly described as Parts 7 and 8 on Plan 62R-12040.

AND WHEREAS the Corporation of the City of Hamilton is the owner of the above described lands.

AND WHEREAS Notice of the City's intention to pass this By-law has been published as required by Section 301 of The Municipal Act for the four consecutive weeks; namely, January 9, 16, 23 and 30, 1992.

AND WHEREAS the Council of the Corporation of the City of Hamilton, through its Transport and Environment Committee, has heard all persons who applied to be hear, no matter whether in objection to, or in support of this By-law.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The portions of the highway described as,

   Parts of Kelly Street, Registered Plan No. 255, designated as Parts 7 and 8 on Plan 62R-12040

   City of Hamilton

   Regional Municipality of Hamilton-Wentworth

   is hereby stopped, closed and retained.

2. This By-law shall come into force and effect on the date of registration in the Land Registry Office for the Registry Division of Wentworth (No. 62)

PASSED this day of A.D. 1992.

J. J. Schatz
City Clerk

R. Morrow
Mayor

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 92-

TO STOP-UP, CLOSE AND RETAIN A PORTION OF ELGIN STREET

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 301 of The Municipal Act, Revised Statutes of Ontario, 1980, Chapter 302 to stop-up, close and retain any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton in adopting item of the Report of the Transport and Environment Committee on authorized the City to stop-up, close and retain portions of Elgin Street, being more particularly described as Part 5 on Plan 62R-12040.

AND WHEREAS the Corporation of the City of Hamilton is the owner of the above described lands.

AND WHEREAS Notice of the City's intention to pass this By-law has been published as required by Section 301 of The Municipal Act for the four consecutive weeks; namely, January 9, 16, 23 and 30, 1991.

AND WHEREAS the Council of the Corporation of the City of Hamilton, through its Transport and Environment Committee, has heard all persons who applied to be hear, no matter whether in objection to, or in support of this By-law.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The portions of the highway described as,

   Part of Elgin Street, Registered Plan No. 255, designated as Part 5, Plan 62R-12040.

   City of Hamilton

   Regional Municipality of Hamilton-Wentworth

   are hereby stopped, closed and retained.

2. This By-law shall come into force and effect on the date of registration in the Land Registry Office for the Registry Division of Wentworth (No. 62)

PASSED this day of A.D. 1992.

J. J. Schatz
City Clerk

R. Morrow
Mayor

1.

CONSENT AGENDA

Transport and Environment Committee
Monday, 1992 February 3
9:30 o'clock a.m.
Room 233, City Hall

AGENDA

A. **ADOPTION OF THE MINUTES**

Minutes of the Meeting held Monday, 1992 January 20

B. **SENIOR DIRECTOR, ROADS DEPARTMENT**

i. 1992 Servicing Expenditures Related to Subdivisions

ii. Stopping-up and Closing Certain City Lands Known as Greenhill Avenue

C. **DIRECTOR OF TRAFFIC SERVICES**

i. **Intersection Control**

(a) Prince George and Brucedale Avenue

(b) Intersection of London Street North and Edinburgh Avenue

ii. **Parking Regulations**

(a) Glen Vista Drive

(b) Milton Avenue

(c) Bond Street South

(d) Carling Street

(e) No. 18 Mars Avenue - Request for a Reserved "Permit Parking" Space for a Handicapped Resident

iii. **Boulevard Parking**

No. 65 Oak Avenue - Discharge of Residential Boulevard Parking

iv. **Parking Infraction Notices**

Request to Allow Hamilton Region Conservation Authority Staff to issue Parking Infraction Notices.

D. **ACTING DIRECTOR OF PUBLIC WORKS**

1992 Proposed Road and Sidewalk Capital Improvement Programme

1(A)

Monday, 1992 January 20
9:30 o'clock a.m.
Room 233, City Hall

The Transport and Environment Committee met.

Present:

Alderman H. Merling, Chairperson
Alderman V. J. Agro, Vice-Chairperson
Mayor R. M. Morrow
Alderman M. Kiss
Alderman D. Morelli
Alderman D. Wilson
Alderman F. Eisenberger
Alderman T. Jackson
Alderman F. D'Amico

Also Present:

Mr. J. G. Pavelka, Acting Chief Administrative Officer
Ms. B. Price, Hamilton Safety Council
Mr. D. Lobo, Acting Director of Public Works
Mr. R. Meiers, Public Works Department
Mr. B. Christian, Public Works Department
Mr. J. Pook, Public Works Department
Mr. D. Heintz, Public Works Department
Ms. P. Ulbinas, Public Works Department
Mr. M. Main, Director of Traffic Services
Mr. M. Hazell, Traffic Department
Mr. E. M. Gill, Senior Director, Roads Department
Mr. G. Aston, Roads Department
Mr. B. Allick, Building Department
Mr. D. Carson, Mayor's Office
Mr. P. Gorys, Henderson Hospital
Mr. R. Brown, Henderson Hospital
Mr. S. Mednick, Torno Construction Co. Limited
Mr. D. McCann, Parker Consultants
Mr. P. Drake
Mr. K. C. Christenson, Secretary

1. CONSENT AGENDA

A. ADOPTION OF THE MINUTES

The minutes of the meeting held 1992 January 6 were adopted as circulated.

B. SENIOR DIRECTOR, REGIONAL ROADS DEPARTMENT

i. **1991 Servicing Expenditures Related to Subdivisions**

The Committee was in receipt of a report dated 1992 January 7 from the Senior Director, Roads Department respecting 1991 Servicing Expenditures Related to Subdivision.

The Committee approved the following recommendation:

(a) That the additional funding in the amount of $1,300.00 for the City's share of municipal services in "Aquila Place - Phase 2" subdivision, be approved.

(b) That the Finance and Administration Committee recommend the source of funding.

ii. **Encroachment Agreements**

The Committee was in receipt of a report dated 1992 January 10 from the Senior Director, Roads Department respecting Encroachment Agreements.

The Committee approved the following recommendation:

That the applications to retain inadvertent encroachments at the locations outlined on Appendix "A", appended hereto, be approved during the pleasure of Council provided:

(a) That the owners enter into agreements satisfactory to the Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

(b) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement these agreements.

(c) That the first year fee and subsequent annual fee outlined in Appendix "A" be set for these encroachments.

iii. **Incorporating Certain City Lands Into Various Streets By By-law**

The Committee was in receipt of a report dated 1992 January 10 from the Senior Director, Roads Department respecting incorporating certain City lands into various streets by by-law.

The Committee approved the following recommendation:

(a) That the following City lands be incorporated into the various streets as noted below:

Royalvista Drive	Parts 2 and 3 on Plan 62R-10200
Templemead Drive	Part 5 on Plan 62R-10200
Templemead Drive	Part 6 on Plan 62R-10200 and Part 13 on Plan 62R-9377
Elite Drive	Part 1 on Plan 62R-12045

(b) That the By-laws attached to this report to carry out the incorporation of the said lands into the foregoing streets be enacted by Council.

(c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the By-laws.

iv. **Amendment to the City Streets By-law, Advertising Signs on City of Hamilton Road Allowance**

The Committee was in receipt of a report dated 1992 January 14 from the Senior Director, Roads Department respecting amendment to the City Streets By-law, Advertising Signs on City of Hamilton Road Allowance.

The Committee approved the following recommendation:

That the City of Hamilton Streets By-law No. 9329 (Section 9.3) be amended to allow certain types of advertising signs adjacent to abutting commercial properties as follows:

That temporary encumbrances such as ice, soft-drink, storage or vending machines, shelves for display of goods, fruit stands, portable signs, and large free-standing articles for sale, immediately adjacent to a building, and newspaper boxes, kiosks, bus shelters, and street furniture such as planter boxes, benches, etc., and other temporary encumbrances by the owner or lessee of an abutting commercial property upon a permit in writing from the Commissioner of Transportation/Environmental Services, after execution of an agreement satisfactory to the Commissioner of Transportation/Environmental Services to indemnify and save harmless the Corporation of the City of Hamilton for any and all actions, claims, demand and loss, whatsoever which may result, provided that such encumbrance,

(a) is not located where it may prove to be a safety hazard, or conflict with normal sidewalk operation such as at bus stop areas, and

(b) is not located within 5 metres of any driveway if the encumbrance is adjacent to a roadway, nor within 10 metres of any intersecting street measured from the curb line, and

(c) is not located within 1 metre of the edge of the roadway, and

(d) is permitted only where a minimum of 2 metres of unobstructed sidewalk on the road allowance remains, and

(e) has a maximum height of 0.8 metres if located on the roadway side of the sidewalk, and

(f) is not illuminated, and

(g) is not in excess of 1.2 metres in height, and

(h) is not in excess of 1.2 metres in length, and

(i) is not a "mobile sign", a "mobile sign" being any sign mounted on a trailer or other free-standing structure, that is designed or intended to be moved from place to place.

C. DIRECTOR OF PUBLIC WORKS

**Restructuring of the Horticulture Section,
Parks Division of the Public Works Department**

The Committee was in receipt of a report dated 1992 January 13 from the Director of Public Works respecting restructuring of the Horticulture Section, Parks Division of the Public Works Department.

The Committee approved the following recommendation:

(a) That three existing Local 5 positions - Forester III in the Forestry Section be reclassified to two Forestry Investigators and one Forestry Co-ordinator.

(b) That one existing Gardener II position in Beautification be reclassified to Yard Attendant (Forestry).

(c) That these three new classifications: Forestry Investigator, Forestry Co-ordinator and Yard Attendant have job descriptions prepared and evaluated.

(d) That the positions be posted and filled from within the existing complement.

D. DIRECTOR OF TRAFFIC SERVICES

(a) i. **85 Albany Avenue, Request for a Reserved "Permit Parking" space for a Handicapped Resident**

The Committee was in receipt of a report dated 1992 January 8 from the Director of Traffic Services respecting .

The Committee approved the following recommendation:

(a) That the existing "No Stopping, Wheelchair Loading Only, 11:00 a.m. to 8:30 p.m., 7 days a week" regulation on the north side of Albany Avenue commencing at a point 237 feet east of Kenilworth Avenue and extending to a point 24 feet easterly therefrom be removed; and

(b) That a "Permit Parking" regulation be implemented on the north side of Albany Avenue commencing at a point 237 feet east of Kenilworth Avenue and extending to a point 24 feet easterly therefrom; and

(c) That the Director of Traffic Services be authorized to issue, upon request, one parking permit to Mr. William Stephens, 85 Albany Avenue; and

(d) That the City Traffic By-law No. 89-72 be amended accordingly.

(a) ii. **No. 59 Picton Street West, Request for a Reserved "Permit Parking" space for a Handicapped Resident**

The Committee was in receipt of a report dated 1992 January 9 from the Director of Traffic Services respecting No. 59 Picton Street West - Request for a Reserved "Permit Parking" space for a handicapped resident.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the south side of Picton Street West commencing at a point 173 feet east of Bay Street North and extending to a point 17 feet easterly therefrom; and

(b) That the Director of Traffic Services be authorized to issue one parking permit to Ms. Joan DiFalco, 59 Picton Street West; and

(c) That the City Traffic By-law No. 89-72 be amended accordingly.

(a) iii. **No. 113 Ray Street North - Request for a Reserved "Permit Parking" Space for a Handicapped Resident**

The Committee was in receipt of a report dated 1992 January 2 from the Director of Traffic Services respecting No. 113 Ray Street North - Request for a Reserved "Permit Parking" Space for a Handicapped Resident.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the west side of Ray Street North commencing at a point 75 feet south of York Boulevard and extending to a point 20 feet southerly therefrom; and

(b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. McCabe, No. 113 Ray Street North; and

(c) That the City Traffic By-law No. 89-72 be amended accordingly.

(a) iv. **West 3rd Street Between McElroy Road West and South Bend Road West - Parking Regulations**

The Committee was in receipt of a report dated 1992 January 2 from the Director of Traffic Services respecting West 3rd Street Between McElroy Road West and South Bend Road West - Parking Regulations.

The Committee approved the following recommendation:

(a) That a "No Parking" regulation be implemented on the east side of West 3rd Street between McElroy Road West and South Bend Road West; and

(b) That a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the west side of West 3rd Street between McElroy Road West and South Bend Road West; and

(c) That the City Traffic By-law No. 89-72 be amended accordingly.

(a) v. **North Side of Dunsmure Road, West of Ottawa Street North - Parking Regulations**

The Committee was in receipt of a report dated 1992 January 7 from the Director of Traffic Services respecting the north side of Dunsmure Road, West of Ottawa Street North - Parking Regulations.

The Committee approved the following recommendation:

(a) That the existing 65 foot "No Stopping" regulation on the north side of Dunsmure Road, west of Ottawa Street, be shortened such that the regulation commences at Ottawa Street and extends to a point 46 feet westerly therefrom; and

(b) That a "No Parking" regulation be implemented on the north side of Dunsmure Road commencing at a point 46 feet west of Ottawa Street and extending to a point 20 feet westerly therefrom; and

(c) That the City Traffic By-law No. 89-72 be amended accordingly.

(b) **Howard E. Kazt, 2 Ray Street South - Application for Boulevard Parking**

The Committee was in receipt of a report dated 1992 January 7 from the Director of Traffic Services respecting Howard E. Katz, 2 Ray Street South, Application for Boulevard Parking.

The Committee approved the following recommendation:

That the application by Howard E. Katz to lease a portion of the boulevard of Ray Street South adjacent to 2 Ray Street South be approved provided that:

(a) That the applicant pays the $186.74 annual fee in accordance with the fee structure approved by City Council on 1986 March 25, in addition to the $10.00 encroachment insurance charge approved by City Council on 1984 February 14.

(b) That the owner pays a one time $25.00 registration fee as approved by City Council on 1986 January 14.

(c) The owner pays a one time $25.00 registration fee to discharge the existing residential boulevard parking agreement.

(d) The owner pays a one time $160.05 processing fee, as approved by City Council on 1990 March 27.

(e) The owner complies with the requirements as set out in the policy approved by City Council on 1975 June 25, respecting using a portion of the road allowance for parking purposes.

(f) The parking area be constructed and maintained at the owner's expense.

(g) The owner executes an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.

2. DIRECTOR OF PUBLIC WORKS

Tree Planting in Hard Surfaces, New Tree Grate Program - Slide Presentation

The Committee was in receipt of an Information Report dated 1992 January 10 from the Director of Public Works respecting tree planting in hard surfaces - new tree grate program.

Mr. J. Pook, City Arborist/Horticulturist with the Public Works Department gave a slide presentation to the Committee on the effects that the tree grates in the downtown core and other areas of the City were having on City trees. He outlined new procedures the City was utilizing to correct the situation caused by the existing tree grates.

Following discussion, the Committee approved that the item be received.

3. DELEGATIONS

On Site Garbage Collection - 640 Mohawk Road East - Torno Construction Co. Limited

At the Chairperson's request, the Committee agreed to move this item up in the agenda.

The Committee was in receipt of a report dated 1992 January 13 from the Director of Public Works respecting on site garbage collection - 640 Mohawk Road East - Torno Construction Co. Limited. Mr. Pavelka, Acting Chief Administrative Officer, gave background information on the report and Mr. Brian Allick of the Building Department, informed the Committee that the Building Department had been in contract with Torno Construction Co. Limited, owners of the apartment building in question since 1989 respecting the contravention of by-laws as they apply to garbage chutes. Mr. S. Mednick representing Torno Construction Co. Limited appeared before the Committee to present Torno's Construction Co. Limited concerns regarding garbage collection. He informed the Committee that Torno Construction Co. Limited was looking at a quarter of a million dollar cost for garbage chutes.

Following discussion, the Committee approved the recommendation:

(a) That Torno Construction Co. Limited be advised that the current By-laws and Policies regarding garbage collection for apartment buildings are to be applied to 640 Mohawk Road East and that there will be no exception.

(b) That Torno Construction Co. Limited comply with the current By-laws and Policies regarding garbage collection at 640 Mohawk Road East within a time period of 60 days.

4. DIRECTOR OF TRAFFIC SERVICES

Parking Arrangements During Construction of the Parking Structure for the Henderson General Hospital

The Committee was in receipt of a report dated 1992 January 15 from the Director of Traffic Services respecting parking arrangements during construction of the parking structure for the Henderson General Hospital.

Following discussion, the Committee approved the following recommendation:

(a) That notwithstanding Section 44 of the Parks By-law which prohibits the parking of motor vehicles in parks for other than the purpose of utilizing park facilities, permit parking only for the staff of the Henderson General Hospital be permitted in the lookout areas along Mountain Park Avenue and on the south and west sides of Mountain Park Avenue between Upper Sherman Avenue and Concession Street from 1992 February 1 to 1992 October 31; and

(b) That special temporary parking permits be made available to the Henderson Hospital for distribution to employees to allow parking in these areas.

5. CHAIRPERSON'S REPORT

Transport and Environment Meeting Schedule

The Chairperson outlined a proposal wherein the Transport and Environment Committee would meet once a month and that routine items requiring Committee approval would be addressed by the Committee prior to the second Council meeting of the month.

Following discussion, the Committee approved that the Transport and Environment Committee meetings be held once a month on three month trial basis, ~~and~~ that the Chairperson would determine the meeting schedule.

Alderman Jackson recorded opposed.

6. DELEGATIONS

(a) **Public Meeting Pursuant to the Municipal Act Regarding a By-law for Roadway Improvements, Centennial Parkway and Arrowsmith Road**

The Committee was in receipt of a report dated 1992 January 30 from the Senior Director, Roads Department respecting roadway improvements, Centennial Parkway and Arrowsmith Road.

With no delegation present, the Committee approved the following recommendation:

(a) That the by-law to alter Centennial Parkway and Arrowsmith Road be introduced and approved.

(b) That Hamilton Home and Design Centre Inc. owner of the property at 350 Centennial Parkway North, pay an amount of $59,300.00 to the City of Hamilton prior to the issuance of an access permit for the site, for the installation of road improvements on Centennial Parkway North.

(c) That the Director of Property be authorized and directed to negotiate the acquisition of lands at the north-west corner of Centennial Parkway and Arrowsmith Road, at an estimated cost of $24,000.00.

(d) That the Commissioner of Transportation/Environmental Services be authorized and directed to construct the road improvements at an estimated cost of $200,000.00 once the payment indicated in clause (b) as been made, and the project has been approved in the 1992 - 1996 Capital Budget.

(e) That the Director of Traffic Services be authorized and directed to install a traffic signal at the intersection of Centennial Parkway and Arrowsmith Road upon completion of the widening of the intersection, at an estimated cost of $65,000.00.

(f) That the Director of Public Works be directed to include the widening of Centennial Parkway and the installation of the traffic signal, in the gross amount of $289,000.00 with a revenue of $59,300.00 from the owner, in the 1992 - 1996 Capital Budget Programme for consideration.

(b) **Public Meeting Pursuant to the Municipal Act, Proposed Closure of Road Allowance: King Street West at South Oval**

The Committee was in receipt of a report dated 1991 December 27 from the Senior Director, Roads Department respecting proposed closure of road allowance: King Street West at South Oval.

With no delegation present, the Committee approved the following recommendation:

(a) That the Commissioner of Transportation/Environmental Services be directed to prepare a by-law to stop up, close and sell a 27.10' x 54.50' portion of the King Street West road allowance at South Oval;

(b) That the applicant prepare and register a reference plan under the Registry Act, to delineate the manner in which the proposed closed road allowance is to be distributed to the abutting owners;

(c) That the Commissioner of Transportation/Environmental Services be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval of the proposed closing, pursuant to Section 48 of the Regional Act;

(d) That the Director of Property be directed to proceed with the disposition of the said lands.

(e) That the City Clerk be directed to publish a notice of City Council's intention to pass the By-law pursuant to Section 301 of the Municipal Act, R.S.O. 1980.

(c) **Public Meeting Pursuant to the Municipal Act Regarding a By-law Respecting the Proposed Closure of Beckley Street from 30m east of James Street South and John Street South**

The Committee was in receipt of a report dated 1991 December 27 from the Senior Director, Roads Department respecting proposed closure of Beckley Street from 30m east of James Street South and John Street South.

Mr. James Drake, 141 Catharine Street North appeared before the Committee and inquired if the buses from Rebecca Street were to be relocated to Beckley Street.

Mr. David McCann of Parker Consultants indicated that the Rebecca Street buses would be transferred to Beckley Street. Mr. Drake then inquired what would happen to the Rebecca Street Station. Mr. McCann replied that the Hamilton Street Railway would determine that.

Following discussion, the Committee approved the following recommendation.

(a) That the Commissioner of Transportation/Environmental Services be directed to prepare a By-law to stop up, close and sell the road allowance of Beckley Street from 30m east of James Street South to John Street South;

(b) That the applicant prepare and register a reference plan under the Registry Act, to delineate the manner in which the proposed closed road allowance is to be included in the proposed Intermodal GO Station;

(c) That the Commissioner of Transportation/Environment Services be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval of the proposed closing, pursuant to Section 48 of the Regional Act;

(d) That the applicant provide a 6m easement to the Region for the existing 375mm combined sewer in the proposed closure area;

(e) That the applicant provide a 2m easement to Union Gas for their underground plant;

(f) That the applicant be responsible for all costs associated with the removal of 3 concrete hydro poles and underground duct on Beckley Street by the Hamilton Hydro-Electric System.

(g) That the City Clerk be directed to publish a notice of City Council's intention to pass the By-law pursuant to Section 301 of the Municipal Act, R.S.O. 1980.

(d) **Public Meeting Pursuant to the Municipal Act Regarding a By-law for the Proposed Closure: East/West Alleyway Adjacent to 103 East 19th Street and Northerly 10 metres of North/South Alleyway at the Rear of 103 East 19th Street**

The Committee was in receipt of a report dated 1992 January 15 from the Senior Director, Roads Department respecting the proposed closure: East/West Alleyway adjacent to 103 East 19th Street and Northerly 10 metres of North/South Alleyway at the Rear of 103 East 19th Street.

With no delegation present, the Committee approved the following recommendation:

(a) i. That the City Solicitor be authorized to make an application to a District Court Judge under Section 82 of the Registry Act, R.S.O. 1980, for an order to stop-up, close and sell the unassumed east/west alleyway adjacent to No. 103 East 19th Street and the northerly 10 metres of the north/south alleyway at the rear of 103 East 19th Street, more particularly described as Parts 1 and 2 on Reference Plan 62R-11914;

ii. That the Commissioner of Transportation/Environmental Services be directed to sign an affidavit setting out that no public funds have been expended on the alley to be closed;

iii. That the documentation regarding the application to the District Court Judge be prepared by the applicant, to the satisfaction of the City Solicitor and that the applicant be responsible for all fees payable in District Court;

iv. That the applicant register a reference plan under The Registry Act; said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, and that it delineate the manner in which the closed portion is to be distributed to the abutting owner and that the applicant deposit a reproducible copy of said plan, with the Regional Surveyor;

v. That the Commissioner of Transportation/Environmental Services be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval for the proposed closing pursuant to Section 48 of the Regional Municipality of Hamilton-Wentworth Act;

vi. That the Director of Property be authorized to proceed with the disposition of the subject lands to the abutting owner.

(b) Provided the Judge's Order to close the highway is granted:

i. That the Commissioner of Transportation/Environmental Services be directed to prepare a by-law for the sale of the closed alleyway to the abutting owner;

ii. That the City Clerk be directed to publish a notice pursuant to Section 301 of The Municipal Act, R.S.O. 1980, of the City's intention to pass the by-law.

(c) That Section 9 (b) of the Tenth Report of the Transport and Environment Committee approved by City Council on 1991 July 30 be amended by inserting after "(42.6 metres) more or less" in the tenth line, the following: "Said alley also to include part of the alley lying immediately east of Lot 50, Registered Plan 541, designated as the southerly 27.91 feet of Part 2 on Plan 62R-11914.

6. ADJOURNMENT

There being no further business, the meeting then adjourned.

Taken as read and approved,

ALDERMAN H. MERLING, CHAIRPERSON
TRANSPORT AND ENVIRONMENT COMMITTEE

Kevin C. Christenson
Secretary

1992 January 20

1(B)(i)

RECEIVED
JAN 2 4 1992
CITY CLERKS

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 January 23

S705-32 P. Strong
S707-58
S711-15
S718-72 M. J. Inrig

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: 1992 Servicing Expenditures Related to Subdivisions

RECOMMENDATION:

a) That the portion of Item 30 of the Transport and Environment Committee Report 14-89 adopted by City Council on August 29, 1989, which refers to the approval of the engineering schedules, and the City's share of services for "Gagliano Gardens Addition", be deleted; and

b) That the submitted schedules of works, be adopted for inclusion in the Subdivision Agreements with the Owners for the estimated cost of services in:

"EDAN HEIGHTS - PHASE 2", Hamilton

City's Share - Nil Subdivider's Share - $105,377.05

"GAGLIANO GARDENS ADDITION", Hamilton

City's Share - $134,250.00 Subdivider's Share - $231,340.00

"KINGSVIEW ESTATES - PHASE 1", Hamilton

City's Share - Nil Owner's Share - $90,534.00

THE GARDENS OF RYMAL - PHASE 2, Hamilton

City's Share $410,111.80 Owner's Share $203,168.74

Cont'd...

1992 Servicing Expenditures Related to Subdivisions

Cont'd...

c) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreements between the City and the Owners of Edan Heights - Phase 2, Gagliano Gardens Addition, Kingsview Estates - Phase 1 and The Gardens of Rymal - Phase 2 subdivisions.

d) That approval of the above clauses be subject to the condition that no work be commenced until the Final Plans and Subdivision Agreements have been registered.

e) That in the event the subdivider wishes to proceed prior to the registration of the Final Plan, they should be allowed to do so at their own risk provided that they enter into a standard agreement for pre-servicing.

f) That the City's share of costs for services in Gagliano Gardens Addition ($134,250.00) and The Gardens of Rymal - Phase 2 ($410,111.80) be approved, and that the Finance and Administration Committee recommend the source of funding for these projects.

g) That the Senior Director of the Roads Department be authorized and directed to prepare the necessary By-Laws to establish Parts 1, 5 and 8 of Reference Plan 62R-11311 as Public Highways for Arrowhead Drive, Upper Wentworth Street and Bianca Drive, respectively, in order to provide road access to The Gardens of Rymal - Phase 2 subdivision, and surrounding lands.

Ted Gill

E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

"EDAN HEIGHTS - PHASE 2", Hamilton

No City share for services to be installed for Edan Heights - Phase 2. (See Schedule "A")

Cont'd...

1992 Servicing Expenditures Related to Subdivisions

Cont'd...

"GAGLIANO GARDENS ADDITION", Hamilton

The total cost of the City's share for services to be installed in this subdivision is $134,250.00. Cost sharing is in accordance with standard City policies. The estimated City share for the cost of services to be installed in "Gagliano Gardens Addition" has been broken down as follows.

A portion of the City's share ($9,644.00) is associated with extra depth asphalt on Eaglewood Drive. These monies are not recoverable in the future. A second portion ($79,196.00) is associated with reserves to be established on Eaglewood Drive and Bolzano Drive, and these monies will be recoverable in the future. The remaining portion of the City's share ($45,410.00) is associated with Public School Board lands adjacent to the north limit of Bolzano Drive. Service costs are recoverable in accordance with the present agreements between the City and the School Board.

This subdivision was previously approved in 1989 but the Developer did not proceed at that time. Schedules have been revised to reflect current construction prices and includes provisions for the G.S.T.

"KINGSVIEW ESTATES - PHASE 1", Hamilton

No City share for services to be installed for Kingsview Estates - Phase 1. (See Attached Schedule "A")

"THE GARDENS OF RYMAL - PHASE 2", Hamilton

The total estimated cost of the City's share of services to be approved at this time is $401,111.80.

A portion of the City's share of costs ($72,631.51) is associated with both above ground and below ground municipal services which are being installed adjacent to existing City owned parklands (Part 1 of Plan 62R-11210) which front on both Upper Wentworth Street and Vineberg Drive. The costs for the City's share of above and below ground services are non-recoverable in the future.

Another portion of the City's share of costs ($48,620.30) is associated with extra street lighting and extra depth asphalt on Upper Wentworth Street and Vineberg Drive. There are street lights required on both sides of Upper Wentworth Street, therefore the City is required to pay for half the cost. The City's share for extra street lighting and extra depth asphalt is non-recoverable in the future.

Cont'd...

1992 Servicing Expenditures Related to Subdivisions

Cont'd...

Under present City policy subdividers developing reverse frontage lots in order to conform to approved neighbourhood plans are not required to pay for what would be their share of the cost of curbs and roads along the rear of the reverse frontage lots. In this particular case, since the subdivider is constructing Upper Wentworth Street, a portion of the City's share of costs ($69,360.81) is associated with the curbs and roadways on the west side of Upper Wentworth Street along the rear of the proposed reverse frontage lots. The City's share for reverse frontage lots is non-recoverable in the future.

The City is also cost sharing for above ground services ($210,499.18) on Upper Wentworth Street and Bianca Drive adjacent to the lands owned by the Public School Board, north of this development. The costs are fully recoverable and can be collected through the mechanism of 0.30 m reserves when the adjacent lands are developed.

BACKGROUND:

"EDAN HEIGHTS, PHASE 2", Hamilton

Clause 14 (a) of the Twelfth Report of the Planning and Development Committee as adopted by City Council at its meeting held June 26, 1990, recommended that a Subdivision Agreement be entered into between the City and the Owner (603976 Ontario Limited). Phase 2 of this development will result in the creation of thirty-one (31) single family lots and five (5) blocks (See Schedule "A" attached). The 5 blocks are to be added to adjacent lands to create five single family lots when adjacent lands develop. This development is located in the Butler Neighbourhood south of Beaverton Drive. There is no City share for this subdivision.

"GAGLIANO GARDENS ADDITION", Hamilton

Clause 8(b) of the Eighteenth Report of Planning and Development Committee, as adopted by City Council at its meeting held on August 30, 1988, recommended that a Subdivision Agreement be entered into between the City and the owner of the lands to be subdivided. The present owner of these lands is DiCenzo Construction Company Limited.

Copies of the Engineer's estimates for the cost of services, Schedules "E" and "F", and copies of the proposed Final Survey Plan, all as prepared by A. J. Clarke and Associates Limited have been submitted to the Roads Department for approval.

Cont'd...

1992 Servicing Expenditures Related to Subdivisions

Cont'd...

A portion of the City's share ($9,644.00) is associated with extra depth asphalt on Eaglewood Drive. These monies are not recoverable in the future. A second portion ($79,196.00) is associated with reserves to be established on Eaglewood Drive and Bolzano Drive, and these monies will be recoverable in the future. The remaining portion of the City's share ($45,410.00) is associated with Public School Board lands adjacent to the north limit of Bolzano Drive. Service costs are recoverable in accordance with the present agreements between the City and the School Board.

Development of these lands will result in the creation of forty-one (41) lots for residential use and two (2) blocks for future residential use and are located in the Eleanor Neighbourhood.

"KINGSVIEW ESTATES - PHASE 1", Hamilton

The original Draft Plan for "Wisemount Forest Survey - Phase 3" of which "Kingsview Estates - Phase 1" is a part of is located in the Lisgar Neighbourhood west of Upper Kenilworth Avenue south of Mohawk Road. The owner has subsequently phased the original plan of subdivision over the years into smaller blocks of land to be developed as required.

Clause 4 (b) of the Nineteenth Report of Planning and Development Committee as adopted by City Council at its meeting held on September 27, 1983, recommended that a Subdivision Agreement be entered into between the City and the owner of the lands to be subdivided. The present owner is S. Wise Construction Ltd.

The development of "Kingsview Estates - Phase 1" will result in the creation of twelve (12) single family residential lots.

There is no City share for this development.

THE GARDENS OF RYMAL - PHASE 2, Hamilton

Clause 17 (a) of the Twenty-Sixth Report of Planning and Development Committee as adopted by City Council at its meeting held November 14, 1989, recommended that a Subdivision Agreement be entered into between the City and the owner of the lands. The present owner is Benemar Construction Inc. The development of The Gardens of Rymal - Phase 2 will result in the creation of two (2) blocks for multiple residential development (approximately 93 units in total) as well as the extension of Upper Wentworth Street from the south limit of The Gardens of Rymal - Phase 1 to the southern limit of the City of Hamilton.

Cont'd...

1992 Servicing Expenditures Related to Subdivisions

Cont'd...

The estimate of costs have been calculated in accordance with City of Hamilton policy and there will be cost sharing with the City for services installed adjacent to existing City lands, for oversized roadways, extra street lighting on Upper Wentworth Street and for 0.30 m reserves along Upper Wentworth Street and Bianca Drive. The costs for the 0.30 m reserves are fully recoverable by the City when the adjacent lands develop. All other costs shared by the City, in The Gardens of Rymal - Phase 2 are non-recoverable.

As part of The Gardens of Rymal - Phase 2 subdivision, the subdivider is constructing Upper Wentworth Street from "The Gardens of Rymal - Phase 1" to the south City Limits. The extension of Upper Wentworth Street will provide road access to the Phase 2 development.

The Chappel West Neighbourhood Plan has been approved by City Council with reverse frontage lots proposed along the west side of Upper Wentworth Street. Under present City policy, subdividers developing reverse frontage lots in order to conform to approved neighbourhood plans are not required to pay for curbs and roadways on the streets along the rear portion of their lots. In this particular case as the subdivider is constructing the road, it is being recommended that the City cost share for curbs and roadway for the portion of Upper Wentworth Street where reverse frontage lots are proposed.

The City of Hamilton presently owns lands which will become the extension of Upper Wentworth Street, Bianca Drive and the south half of Arrowhead Drive. The City owned lands will link The Gardens of Rymal - Phase 2 with the existing portion of Upper Wentworth Street to the north. Road access to The Gardens of Rymal - Phase 2 and future phases of these lands, can only be obtained through the establishment of Parts 1, 5 and 8 of Reference Plan 62R-11311 as a public highway.

The lands of The Gardens of Rymal - Phase 2 is located south of Rymal Road East on the east side of Upper Wentworth Street in the Chappel East Neighbourhood.



MJI/PS:kk
attach.

cc: P. Noe-Johnson, City Law Department
cc: R. Hammel, City Treasury Department
cc: H. Smith, Survey Section, Roads Department
cc: J. Thompson, Secretary
Finance & Administration Committee

1992 SUBDIVISION EXPENDITURE SUMMARY

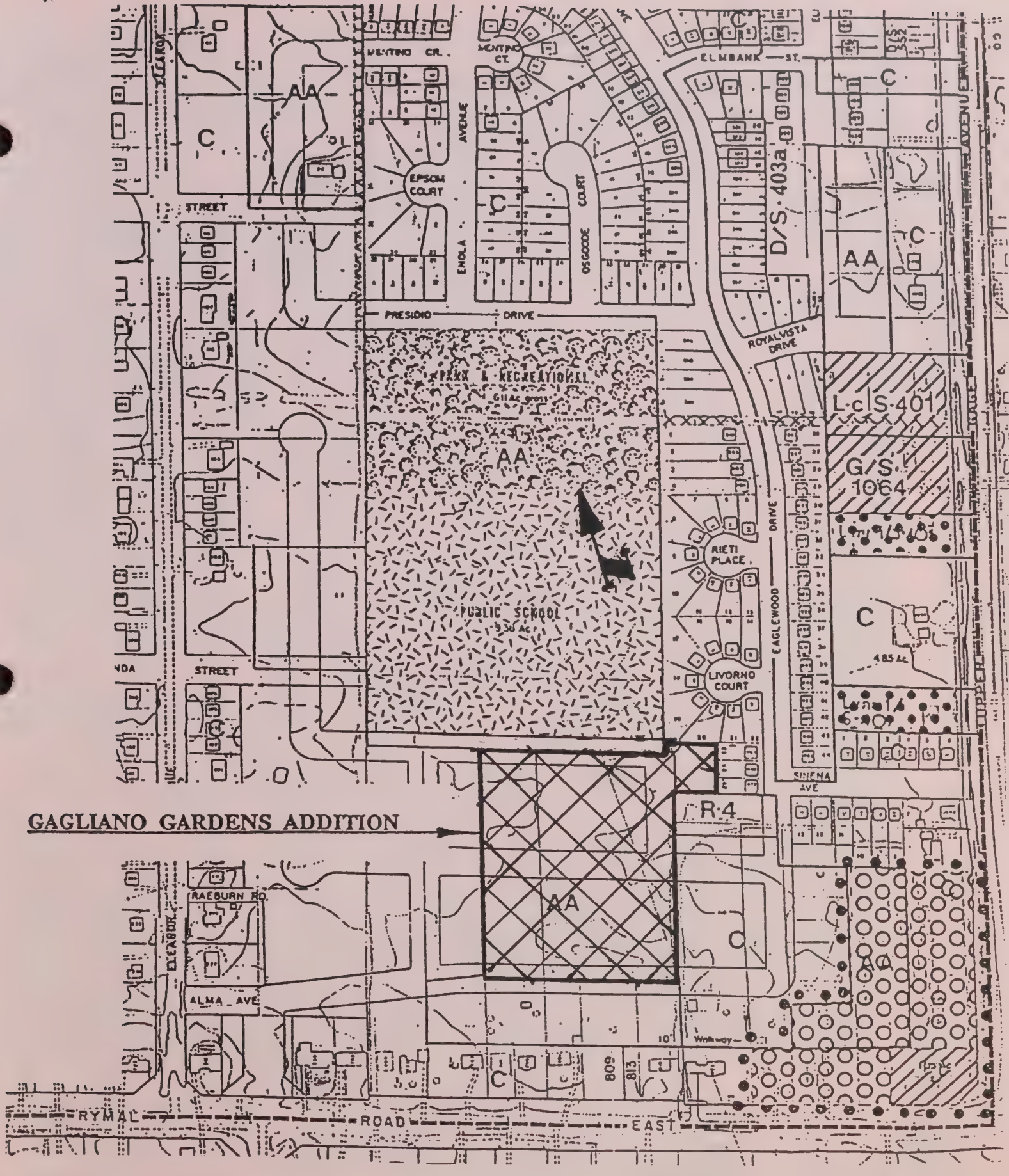
Name of: - SUBDIVISION - DEVELOPER - CONSULTANT - SURVEYOR	# OF LOTS and LOCATION	SUBDIVISION AGREEMENT AUTHORIZATION	DESCRIPTION OF WORKS	CITY'S SHARE OF EXPENDITURES 0.3 METRE RESERVE COSTS	NON-RECOVERABLE & OVERSIZED COSTS	TOTAL CITY'S SHARE	TOTAL SUBDIVIDER'S SHARE	TOTAL SERVICING COSTS
- EDAN HEIGHTS - PHASE 2 - 603976 ONTARIO LIMITED - Urbex Engineering Ltd. - A. J. Clarke, O.L.S. (Dept File: S705-32)	31 Lots 5 Blocks Hamilton	Item 14(a) P.D. 12-90 90-06-26	Catch Basins & Connections Curbs & Sidewalks Finished Roads Dead End Barricade Street Lighting	$0.00 $0.00 $0.00 $0.00 $0.00	$0.00 $0.00 $0.00 $0.00 $0.00	$0.00	$105,377.05	$105,377.05
- GAGLIANO GARDENS ADDITION - DiCENZO CONSTRUCTION COMPANY LIMITED - A. J. Clarke & Associates Ltd. - A. J. Clarke, O.L.S. (Dept File: S707-58)	41 Lots 2 Blocks Hamilton	Item 8(b) P&D 18-88 88-08-30	Catch Basins & Connections Curbs & Sidewalks Finished Roads Dead End Barricade Street Lighting	$34,249.00 $30,121.00 $53,727.00 $2,009.00 $4,500.00	$0.00 $0.00 $9,644.00 $0.00 $0.00	$134,250.00	$231,340.00	$365,590.00
- KINGSVIEW ESTATES - PHASE 1 - S. WISE CONSTRUCTION LIMITED - A. J. Clarke & Associates Ltd. - A. J. Clarke, O.L.S. (Dept File: S711-15)	12 Lots Hamilton	Item 2 P&D 15-83 83-10-18	Catch Basins & Connections Curbs & Sidewalks Finished Roads Dead End Barricade Street Lighting	$0.00 $0.00 $0.00 $0.00 $0.00	$0.00 $0.00 $0.00 $0.00 $0.00	$0.00	$90,534.00	$90,534.00
- THE GARDENS OF RYMAL - PHASE 2 - BENEMAR CONSTRUCTION INC. - Sidney W. Woods Engineering Inc. - S. J. Balaban, O.L.S. (Dept File: S718-72)	2 Blocks Hamilton	Item 17 P&D 26-89 89-11-14	Catch Basins & Connections Curbs & Sidewalks Finished Roads Dead End Barricade Street Lighting Fencing Seeding/Sodding Sewers Watermains	$21,737.59 $63,608.92 $83,206.54 $844.73 $9,000.00 $0.00 $32,101.40 $0.00 $0.00	$4,197.96 $30,308.83 $100,510.51 $0.00 $16,919.70 $2,207.55 $5,200.00 $14,911.77 $16,356.30	$401,111.80	$203,168.74	$604,280.54
TOTALS:				$335,105.18	$200,256.62	$535,361.80	$630,419.79	$1,165,781.59

SCHEDULE "A"

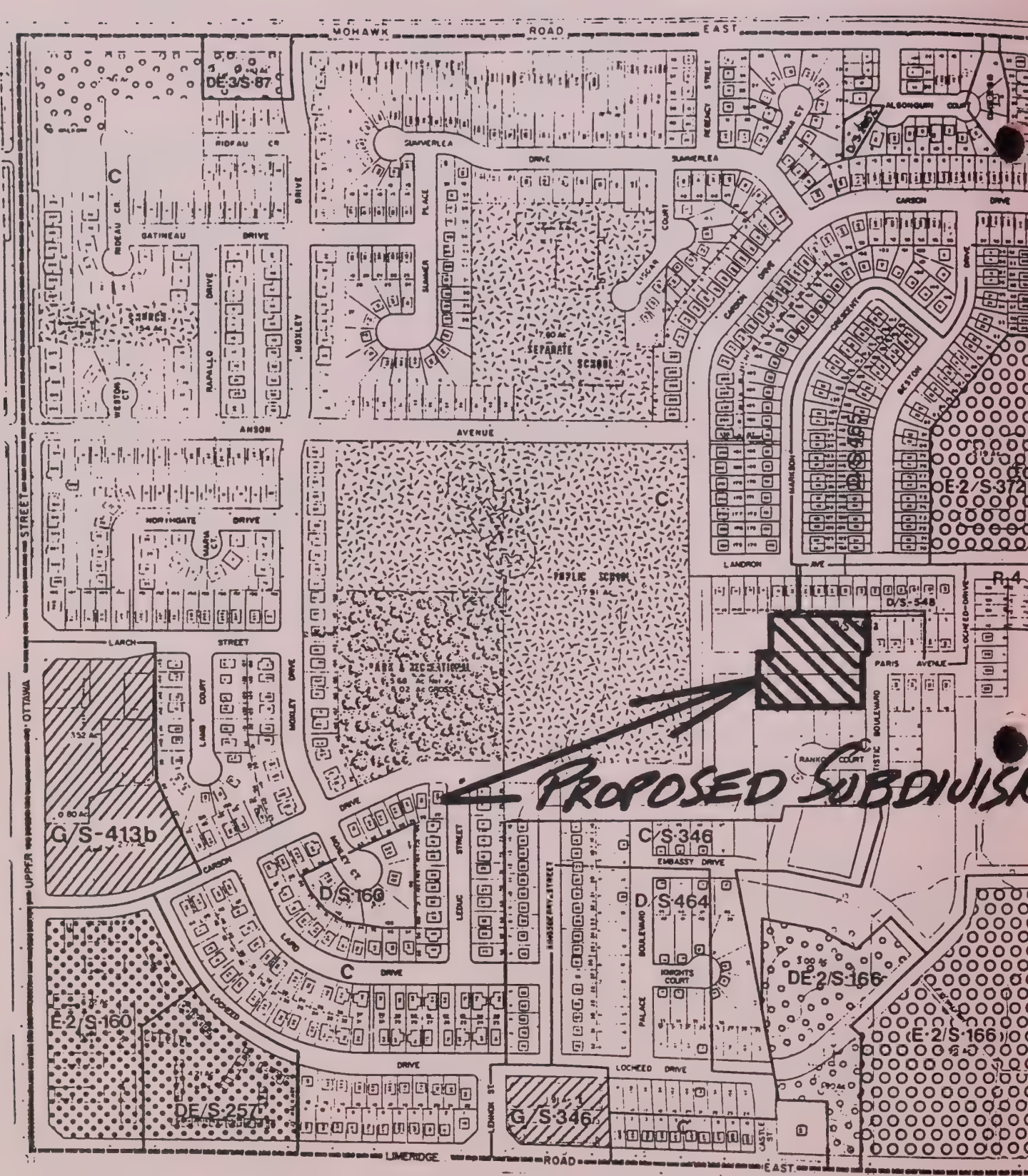
* OVERSIZING EXPENDITURES are Non-Recoverable
* 0.3 METRE RESERVE EXPENDITURES are Fully Recoverable

NOTE THIS IS A GUIDE PLAN ONLY AND IS SUBJECT TO CHANGE FOR DETAILS CONTACT THE LOCAL PLANNING DIVISION OF THE REGIONAL MUNICIPALITY OF HAMILTON WENTWORTH

KEY PLAN FOR "EDAN HEIGHTS PHASE 2"



KEY PLAN FOR "GAGLIANO GARDENS ADDITION"



"KEY PLAN" FOR KINGSVIEW ESTATES - PHASE ONE

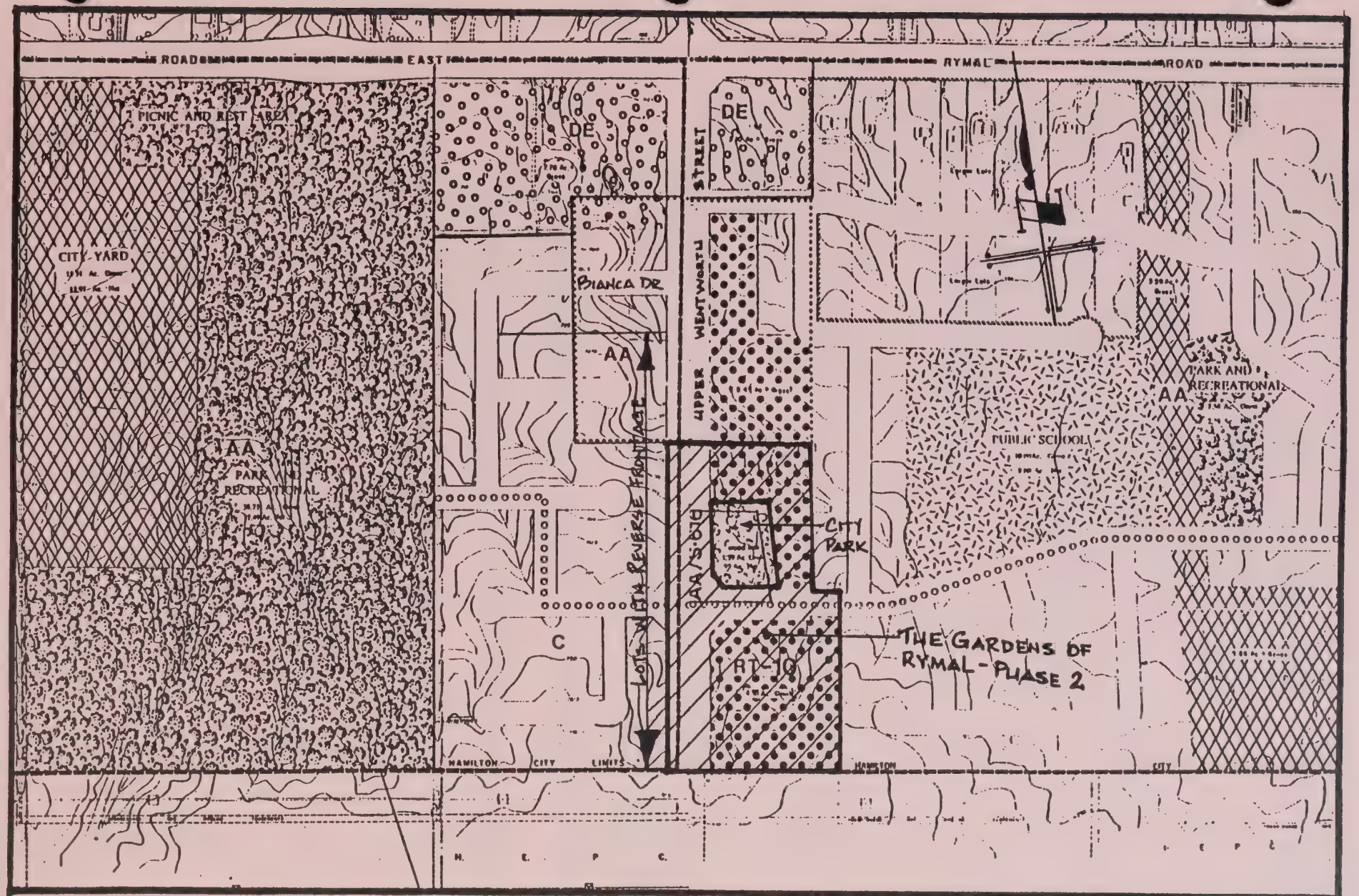
CITY OF HAMILTON
PLANNING DEPARTMENT

LISGAR

APPROVED PLAN

NORTH

SCALE 0 50 m 100 m



KEY PLAN

N. T. S.

CHAPPEL WEST

CHAPPEL EAST

1(B)(ii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: January 22, 1992
S610-03 L. MacNeil

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT:

Stopping-up and closing certain City lands known as Greenhill Avenue.

RECOMMENDATION:

a) That the following City lands be closed, stopped-up and retained as noted below:

Greenhill Avenue	Parts 5 and 6 on Plan 62R-6273 excepting Part 3 on Plan 62R-7888

b) That the appropriate By-Law to carry out the closing, stopping-up and retention of the foregoing be enacted by Council.

c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-law.

p E. M. Gill, P. Eng.

Cont'd ....

Cont'd .....

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND

City Council on October 29, 1985 adopted Item 29 of the 18th Report of the Transport and Environment Committee and authorized the closure and sale by By-Law of a portion of Greenhill Avenue between 70m east of Rosseau Road and the division line between lots 33 and 34.

On February 25, 1986, City Council passed By-Law 86-79 to close a portion of Greenhill Avenue shown as Part 3 on Plan 62R-7888. Now is the time to complete the closure by closing the remainder portion of Greenhill Avenue.

/ljm
Encl.

cc: Mr. J. J. Schatz, City Clerk
Att: D. Geroux (encl.)
cc: Mr. F. Angelici, Planning Department
cc: M. Watson, Property Department

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 92-

TO CLOSE AND TO AUTHORIZE THE SALE OF GREENHILL AVENUE PARTS 5 AND 6, PLAN 62R-6273 EXCEPTING PART 3, PLAN 62R-7888

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 300 of The Municipal Act, Revised Statutes of Ontario, 1990, Chapter M.45, to stop-up, close and sell any highway or part of a highway;

AND WHEREAS the Council of The Corporation of the City of Hamilton, in adopting Item 29 of the 18th Report of the Transport and Environment Committee on October 29, 1985 authorized the City to stop-up, close and sell portions of Greenhill Avenue, being more particularly described as Parts 5 and 6 on Plan 62R-6273.

AND WHEREAS The Council of the Corporation of the City of Hamilton on February 25, 1986 enacted By-Law 86-79 to close a portion of Greenhill Avenue.

AND WHEREAS The Corporation of the City of Hamilton is the Owner of the above described lands;

AND WHEREAS Notice of the City's intention to pass this By-law has been published on January 25, 1986, February 1,8,15, 1986 as required by Section 300 of The Municipal Act;

AND WHEREAS the Council of The Corporation of the City of Hamilton, through its Transport and Environment Committee, has heard all persons who applied to be heard, no matter whether in objection to or in support of this by-law.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The portions of Greenhill Avenue described as:

   Part of Greenhill Avenue, being part of Lot 34, Concession 4, in the geographic Township of Saltfleet, designated as Parts 5 and 6 on Plan 62R-6273 excepting Part 3 on Plan 62R-7888.
   City of Hamilton, Regional Municipality of Hamilton-Wentworth

   are hereby stopped up and closed;

2. That the soil and freehold in those portions of the street hereby stopped-up and closed, be retained by the Corporation of the City of Hamilton.

3. This by-law comes into force and effect on the date of registration of this by-law in the Land Registry Office for the Registry Division of Wentworth (No. 62).

PASSED this day of A.D. 1992.

J. J. Schatz
City Clerk

R. Morrow
Mayor

1(c)(i)(a)

CITY OF HAMILTON

- RECOMMENDATION -

RECEIVED
JAN 2 4 1992
CITY CLERKS

DATE: 1992 January 08

REPORT TO: Mr. Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Prince George Street and Brucedale Avenue - Intersection Control. **(TEC-299-91)**

RECOMMENDATION:

a) That three-way stop control be implemented at the intersection of Prince George Street and Brucedale Avenue; and

b) That the northbound and southbound stop control at the intersection of East 8th Street and Brucedale Avenue be switched to eastbound and westbound stop control; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1992 Traffic Department budget estimates for manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Hamilton-Wentworth Roman Catholic Separate School Board have advised the Traffic Department of concerns from parents of children attending St. Peter and Paul School for the safety of children crossing at the intersection of Prince George Street and Brucedale Avenue. Presently, southbound traffic on Prince George is required to stop for eastbound and westbound traffic at this "T" type intersection.

The location meets one of the criteria used to determine when multi-way stop control should be used, since the intersection is in close proximity to two schools and children cross at the location on a regular basis. In addition, the installation of stop signs on Brucedale at this location and reversing the direction of stop control at East 8th Street and Brucedale Avenue from northbound and southbound stops to eastbound and westbound stops will provide an adequate stop control pattern along this section of Brucedale, by stopping Brucedale traffic at approximately two block intervals in this area. Therefore, as a safety measure, the Traffic Department recommends that three-way stop control be implemented at Prince George Street and Brucedale Avenue and that the direction of stop control be switched at East 8th Street and Brucedale Avenue.



41 31 125
123 22 68

1(c)(i)(6)

CITY OF HAMILTON

- RECOMMENDATION -

RECEIVED
JAN 2 4 1992
CITY CLERKS

DATE: 1992 January 8

REPORT TO: Mr. Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of London Street North and Edinburgh Avenue - Intersection Control. [TEC-04-92]

RECOMMENDATION:

a) That northbound traffic on London Street North be required to stop for eastbound and westbound traffic on Edinburgh Avenue; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mr. Daniel McAlonan, 29 Edinburgh Avenue, that stop control be implemented at the intersection of London and Edinburgh.

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. Traffic Department records indicate that there has been only one reported collision at this intersection in the past seven years. This is a good collision record for this type of intersection. However, as a safety measure related to the right-of-way at the intersection, the Traffic Department concurs with the request for stop control such that northbound traffic on London would be required to stop for eastbound and westbound traffic on Edinburgh.

H
H/3-146
G-3
D
G-3
H
ARGYLE
CARLISLE ST
EDGAR ST
FRASER
EDINBURG AVE
LONDON
CANNON
NORTH
GROSVENOR
PARK ROW
PARKING AREA
CURB

1(c)(xii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

RECEIVED
JAN 24 1992
CITY CLERK'S

DATE: 1992 January 16

REPORTS TO: Mr. Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Glen Vista Drive - Parking Regulations. [TEC-09-92]

RECOMMENDATION:

a) That the existing "No Parking" regulation on the west side of Glen Vista Drive between Greenhill Avenue and Brookstream Court, be removed; and

b) That a "No Parking" regulation be implemented on the east side of Glen Vista Drive from Greenhill Avenue to a point 328 feet southerly therefrom; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget estimates to cover the cost of manufacturing, removing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mr. Doug Sanford, Property Manager of Wentworth Condominium Corporation No. 52, that a driveway clearance be implemented

on the east side of Glen Vista adjacent to the driveway leading to this townhouse complex.

Glen Vista has a 28 foot pavement width, and presently, there is unrestricted free parking on both sides of the street except for a "No Parking" regulation on the west side of the street between Greenhill and Brookstream.

An investigation has revealed that, due to the close proximity of driveways to each other, there is only one legal on-street parking space on the east side of the street in front of the townhouses. Therefore, it is the Traffic Department's recommendation to prohibit parking on the east side of Glen Vista from Greenhill to the south property line of the townhouse complex, and to remove the "No Parking" regulation on the west side side of the street between Greenhill and Brookstream. Records indicate that the "No Parking" regulation on the west side was implemented in 1989 at the request of the Wentworth Condominium Corporation, but in the Traffic Department's opinion a parking prohibition on both sides of the street might be over-restrictive.

The implementation of the proposed regulations will result in a net increase of approximately five additional on-street parking spaces, and Mr. Sanford has been advised of these proposed changes and has indicated his support for them.


MATCH LINE
ROAD
ALBRIGHT
ALBRIGHT ROAD
HARRISFORD STREET
GREENHILL
BROOKSTREAM
COURT
DRIVE
AVENUE
REINNER COURT
FOREST HILL CRESCENT
PEACE COURT
KINGSWOOD DRIVE
VISTA
GLEN
GLEN FOREST DRIVE
ALBION
MOUNT
ROAD
GLEN CASTLE DRIVE
GLENCANNON DRIVE
GLENMURRAY COURT
GOLFOREST RD.
REDHILL
MONTMORENCY CT.
HASKINS COURT
MARANTHA PL.
MONTMORENCY DRIVE
RT-20
RT-20
E
G-1
C
C/S-469
D/S-360
D/S-360
C/S-865
A/S-1059
DE-3/S-1059
DE-2/S
E/S-156
D/S-158
DE-3/S-56
AA
AA
A
A
C
C
C
C

1(c)(xii)(b)

CITY OF HAMILTON

- RECOMMENDATION -

RECEIVED
JAN 2 4 1992
CITY CLERKS

DATE: 20 January 1992

REPORT TO: Ms. Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Milton Avenue - Parking Regulations. **(TEC-03-92)**

RECOMMENDATION:

a) That the existing "Alternate Side Parking" regulation on Milton Avenue from Barton Street East to Myler Street be replaced with a "No Parking" regulation on the west side and a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the east side; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

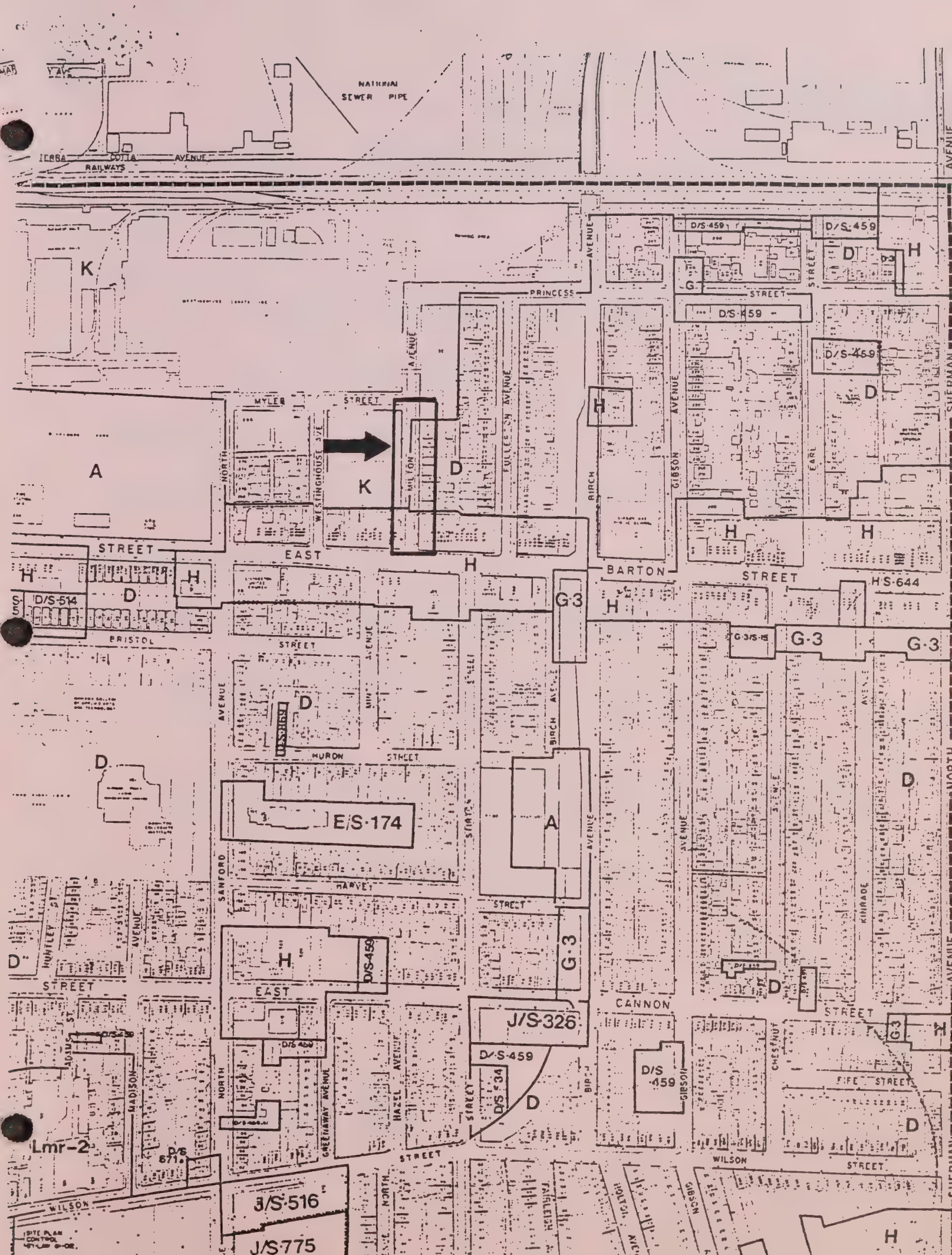
Sufficient funds have been provided in the 1992 Traffic Department operating budget estimates for the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of nine of the fifteen, one, two and three family dwellings abutting Milton between Barton and Myler, requesting that the "Alternate Side Parking" regulation be removed such that parking may occur only on the east side. The Traffic Department has been able to contact, by telephone, one additional resident who is in favour of the proposed regulation. The resident who circulated the petition has expressed concern that there is insufficient parking for residents when parking is fixed to the west side of the street.

Milton has a 24 foot pavement width, and presently, there is a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation in conjunction with an "Alternate Side Parking" regulation on the street. On 1991 August 09, City Council approved a recommendation to shorten the time limit parking from three hours to one hour and also to increase the number of parking spaces on the east side from eight to fourteen, due to residents' concerns of long-term parking by employees of Westinghouse.

An investigation has confirmed that there are four additional parking spaces on the east side of the street. Therefore, since 66 percent of the abutting residents support the request to allow parking on the east side of the street only, the Traffic Department concurs with the request.


NATURAL SEWER PIPE
TERRA COTTA AVENUE
RAILWAYS
PRINCESS AVENUE
D/S-459
D/S-459
D/S-459
D/S-459
D/S-459
G STREET
STREET
K
A
K
D
MYLER STREET
NORTH WESTINGHOUSE SYE
MILTON AVENUE
EULLEEN AVENUE
BIRCH AVENUE
GIBSON AVENUE
EARL
H
H
H
H
H
H
EAST
BARTON STREET
H-S-644
G-3
G-3
G-3
G-3/S-15
D/S-514
BRISTOL STREET
AVENUE
D
D
D
HURON STREET
E/S-174
A
BIRCH AVENUE
STREET
SANFORD AVENUE
HARVEY STREET
H
D/S-459
EAST
G-3
J/S-326
D/S-459
D/S-34
D
CANNON STREET
D/S 459
GIBSON
D
D
D
D
HUNTLEY ST
AVENUE
STREET
ADDISON
MADISON
NORTH
GREENAWAY AVENUE
HAZEL AVENUE
STREET
Lmr-2
P/S 671
WILSON
J/S-516
J/S-775
WILSON STREET
FIFE STREET
D
H
KINRADE AVENUE
CHESTNUT
NISBIG
VICTORIA
REGENT
NORTH

1(cXii)(c)

CITY OF HAMILTON

- RECOMMENDATION -

RECEIVED
JAN 2 4 1992
CITY CLERK'S

DATE: 1992 January 16

REPORT TO: Mr. Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Bond Street South, south of King Street West - Parking Regulations. [TEC-12-92]

RECOMMENDATION:

a) That parking be prohibited at all times on the west side of Bond Street South from King Street West to a point 130 feet southerly therefrom; and

b) That the existing "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the west side of Bond Street South which commences at King Street South and extends to a point 104 feet southerly therefrom, be removed; and

c) That the existing "Alternate Side Parking" regulation on Bond Street South between King Street West and Marion Avenue, be shortened such that the regulation commences at a point 85 feet south of King Street West on the east side and 130 feet south of King Street West on the west side and extends to Marion Avenue, and

d) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

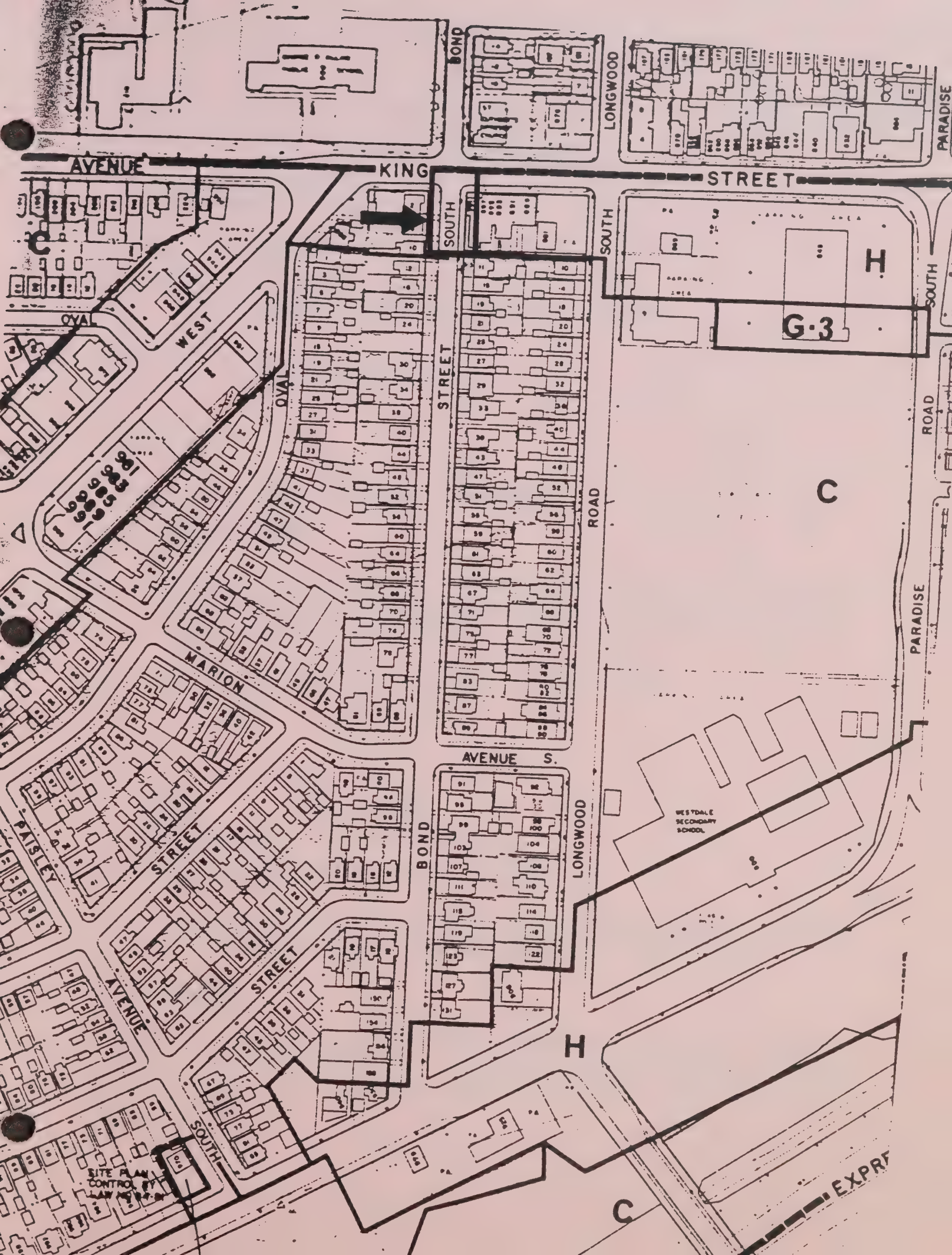
Sufficient funds are provided in the 1992 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received concerns regarding the recently implemented "Alternate Side Parking" regulation on Bond, south of King. Under the "Alternate Side Parking" regulation parking is prohibited on the east side of the street during the winter months.

There is a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the west side and a "Two Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the east side of Bond, immediately south of King. However, the proprietor of Gross Denture Clinic, 901 King Street West, has expressed concern that her patients have no place to park directly in front of the business when parking is prohibited on the east side of the street under the "Alternate Side Parking" regulation due to the part-time parking prohibition on the west side opposite the business.

The Traffic Department recommends that the "Alternate Side Parking" regulation be shortened and that parking be prohibited on the west side of Bond from King to a point 130 feet southerly at all times such that time limit parking will be allowed directly in front of this business at all times. The two residents whose properties abut this section of the west side of the street have advised that they support the proposed "No Parking" regulation.


AVENUE
KING
STREET
BOND
LONGWOOD
PARADISE
SOUTH
OVAL
WEST
STREET
ROAD
H
G-3
C
MARION
AVENUE S.
PAISLEY
AVENUE
WESTDALE SECONDARY SCHOOL
SITE PLAN CONTROL BY LAW

1(c)(ii)(d)

CITY OF HAMILTON

- RECOMMENDATION -

RECEIVED
JAN 21 1992
CITY CLERKS

DATE: 16 January 1992

REPORT TO: Mr. Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Carling Street - Parking Regulations. **(TEC-11-92)**

RECOMMENDATION:

a) That a "No Parking, 6:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the north side of Carling Street commencing 153 feet east of Paradise Road South and extending to a point 113 feet easterly therefrom; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

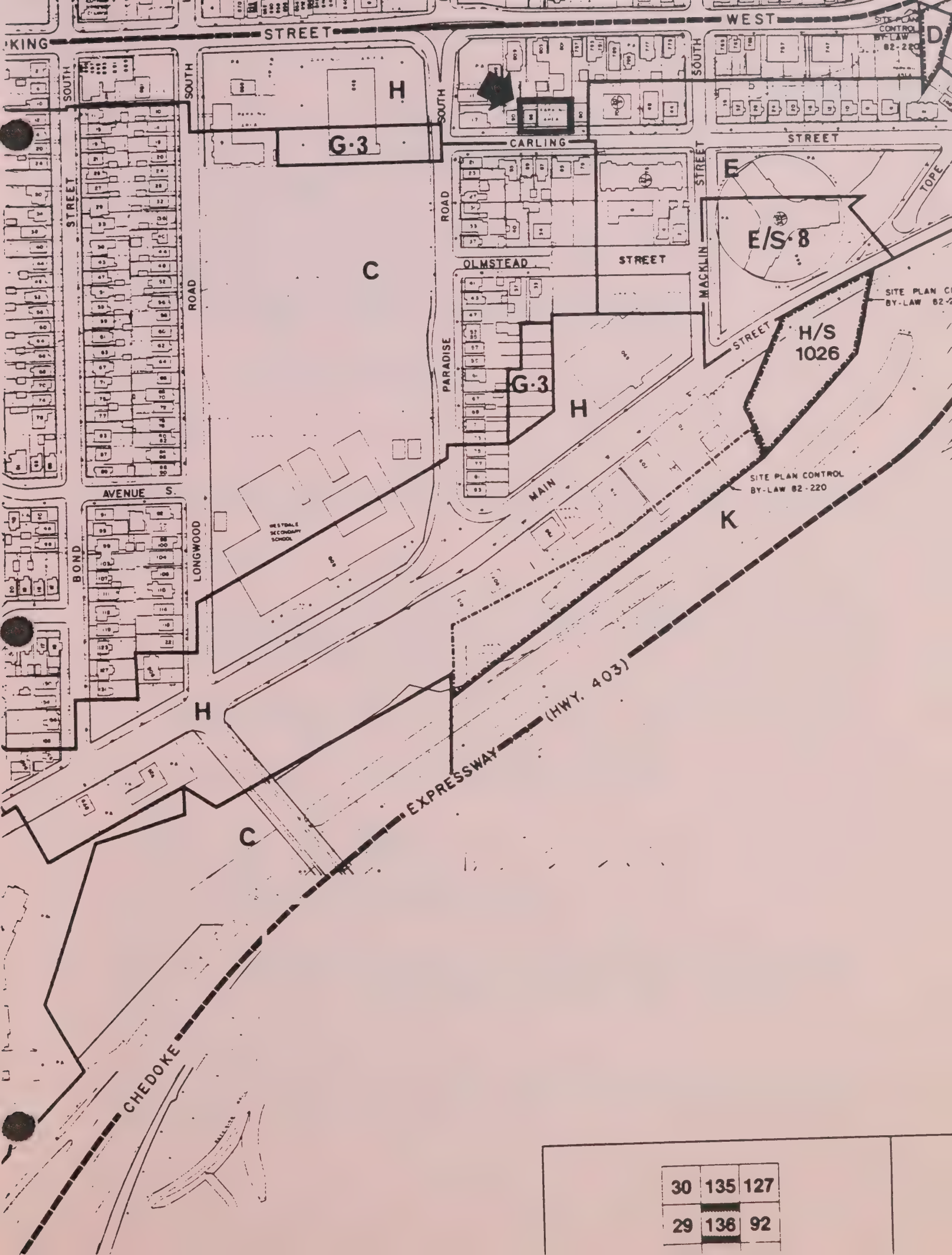
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from the proprietor of National Paint and Decorating, No. 801 King Street West, that parking be prohibited on the north side of Carling Street at the rear entrance to his business to facilitate truck movements into and out of this property.

Carling has a 31 foot pavement width, and presently, there is an "Alternate Side Parking" regulation in this block except for a portion of "One Hour Parking Time Limit" on both sides of the street immediately east of Paradise. The implementation of the requested regulation would eliminate three on-street parking spaces only during the months of April to November, and the applicant has agreed to limit the hours of the regulation to 6:00 a.m. to 6:00 p.m., Monday to Friday, such that parking would occur in this area after 6:00 p.m. on weekdays and all day on weekends. Therefore, the Traffic Department concurs with the request.


WEST
STREET
SOUTH
STREET
ROAD
SOUTH
CARLING
STREET
STREET
ROAD
OLMSTEAD
STREET
MACKLIN
STREET
PARADISE
AVENUE
S.
BOND
LONGWOOD
ROAD
MAIN
H
G-3
C
E
E/S-8
H/S
1026
K
SITE PLAN CONTROL
BY-LAW 82-220
EXPRESSWAY
(HWY. 403)
CHEDOKE
30
135
127
29
136
92

1(c)(xii)(e)

CITY OF HAMILTON

- RECOMMENDATION -

RECEIVED

JAN 24 1992

CITY CLERKS

DATE: 22 January 1992

REPORT TO: Mr. Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 18 Mars Avenue - Request for a Reserved "Permit Parking" Space for a Handicapped Resident. **(TEC-08-92)**

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the south side of Mars Avenue commencing at a point 163 feet east of Emerald Street North and extending to a point 20 feet easterly therefrom; and

b) That the Director of Traffic Services be authorized to issue one parking permit to Mrs. Orgar, 18 Mars Avenue; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $12.00 per year charge for the parking permit will off-set the cost to some degree.

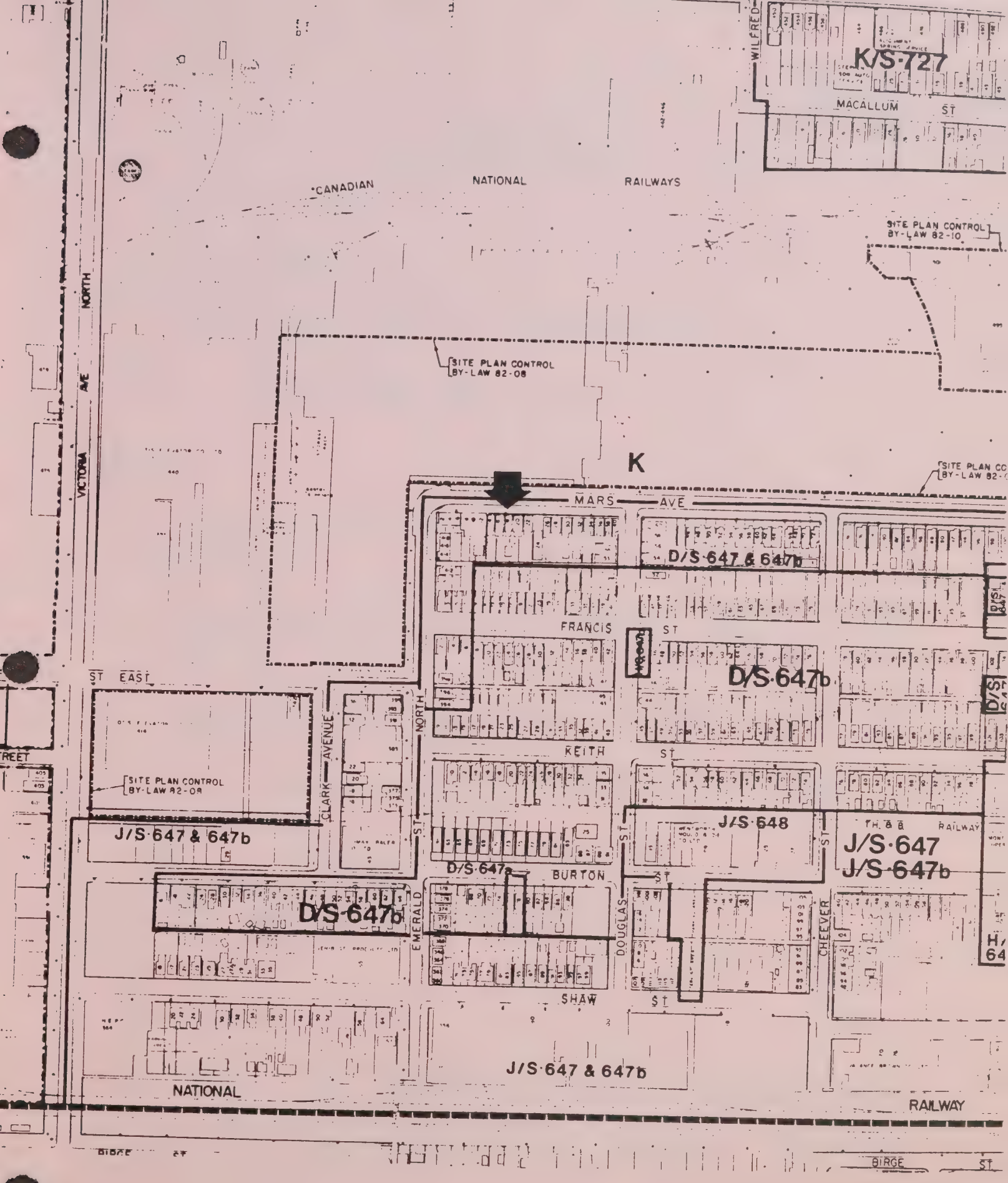
BACKGROUND:

The Traffic Department has received a request from Mrs. Orgar, 18 Mars Avenue, that a reserved "Permit Parking" space be designated on the street in front of her home since she is handicapped.

Mars has a 31 foot pavement width, and presently, there is unrestricted free parking on the south side and parking is prohibited on the north side of the street in this area.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of handicapped residents homes. This policy requires, in part, that the applicant possesses a valid handicapped permit issued by the Ministry of Transportation. The Traffic Department has confirmed that Mrs. Orgar possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, the Traffic Department concurs with the request.

The implementation of the requested regulation will not result in any loss of on-street parking, but will reserve one legal on-street parking space directly in front of the applicant's home. Therefore, the Traffic Department does not anticipate any parking difficulties for area residents.


K/S-727
MACALLUM ST
WILFRED
CANADIAN NATIONAL RAILWAYS
SITE PLAN CONTROL BY-LAW 82-10
SITE PLAN CONTROL BY-LAW 82-08
VICTORIA AVE NORTH
K
MARS AVE
D/S-647 & 647b
FRANCIS ST
D/S-647b
ST EAST
CLARK AVENUE
NORTH ST
KEITH ST
SITE PLAN CONTROL BY-LAW 82-09
J/S-647 & 647b
J/S-648
TH. & B. RAILWAY
J/S-647
J/S-647b
D/S-647b
BURTON ST
EMERALD ST
DOUGLAS ST
CHEEVER ST
SHAW ST
J/S-647 & 647b
NATIONAL RAILWAY
BIRGE ST

1(c)(iii)

CITY OF HAMILTON

- RECOMMENDATION -

RECEIVED

JAN 24 1992

CITY CLERKS

DATE: January 15, 1992

REPORT TO: Mr. Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 65 Oak Avenue - Discharge of Residential Boulevard Parking Agreement. **(TEC-10-92)**

RECOMMENDATION:

a) That the existing residential boulevard parking agreement registered as Instrument No. 39116 to the property at 65 Oak Avenue be discharged, at the property owner's expense; and

b) That the City Solicitor be directed to process the documents in relation to the discharge of this agreement; and

c) That the City Treasurer be directed to revise the billing records accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

In February 1990, the Traffic Department approved an application by the former owner of 65 Oak Avenue to allow two vehicles to park on City boulevard and partially on private property in front of this single family dwelling. The agreement was completed and registered in the Land Registry Office by the owner of the property in March of 1990. However, the approach ramp and parking space were never installed.

1(c)(iv)

CITY OF HAMILTON

RECEIVED **- RECOMMENDATION -**

JAN 24 1992

DATE: 1992 January 24

REPORT TO: Mr. Kevin Christenson
CITY CLERKS Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Request to allow Hamilton Region Conservation Authority Staff to issue parking infraction notices. (TEC-287-91)

RECOMMENDATION:

That no action be taken on the request by the Hamilton Region Conservation Authority to allow their staff to issue parking infraction notices on municipal roadways abutting Conservation Authority property.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The City Clerk has forwarded to the Traffic Department a letter from the Hamilton Region Conservation Authority, a copy of which is attached to this report, asking that the City Council consider the following 1991 August 1 resolution of the Conservation Authority:

> "That the Conservation Authority approach the member municipalities within the watershed with the request to allow Conservation Authority staff that have been designated as Provincial Offences Officers to enforce "No Parking" by-laws along roadways, abutting Conservation Authority lands that are properly posted by the municipalities."

The issuance of parking infraction notices requires that individuals involved be appointed as Parking Control Officers by the City Council. It also requires that these individuals attend Court on assigned days to give evidence respecting the non-payment of parking tags issued.

While there have been a number of requests to authorize the issuance of official city parking tags by employees of various institutions in recent years, the Traffic Department has always been opposed to the idea for the following reasons:

1. Any officer issuing parking infraction notices must be attired in a proper uniform to give them the official status necessary for this type of activity, and to identify them as officers who are empowered to perform this function.

2. Because of the controversial nature of enforcement activities, it is essential that there be complete accountability by individual officers for their actions. This means that enforcement officers must be immediately available to their supervisors to review the circumstances under which parking infraction notices were issued and to provide accountability.

   Since it is indicated on the parking infraction notice that inquiries may be made in the Traffic Department at City Hall, this would create an insurmountable problem since Conservation Authority Staff are not immediately available to or accountable to Traffic Department prosecutors.

3. If other than City Staff are involved, it would be difficult or impossible to assure that they followed the precise procedures and policies designed to assure that these matters are conducted in a professional, courteous and correct manner.

In addition, Staff of the Conservation Authority have advised that the problems that they encounter with illegally parked vehicles adjacent to their lands occur only infrequently and generally outside of the City of Hamilton only.

1(o)

CITY OF HAMILTON

- RECOMMENDATION -

RECEIVED
JAN 2 7 1992
CITY CLERKS

DATE: 1992 January 27

REPORT TO: Mr. K. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. D. Lobo,
Acting Director of Public Works

SUBJECT: 1992 Proposed Road and Sidewalk Capital Improvement Programme

RECOMMENDATION:

a) That the Committee request the approval of the Finance and Administration Committee to spend and recommend the method of financing an additional two million, five hundred and thirty-six thousand dollars ($2,536,000.) to a total of five million, five hundred thousand dollars ($5,500,000.) out of the proposed eight million, one hundred and twenty thousand dollars ($8,120,000.) 1992 Road and Sidewalk Capital Improvement Programme which includes two hundred and three thousand dollars ($203,000.) for the 1992 Streetlighting Construction Programme; and,

b) That the Commissioner of Transportation/Environmental Services be authorized to undertake the works on behalf of the City of Hamilton once all of the necessary approvals have been received.

D. Lobo,
Acting Director of Public Works

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The City's cost of this project approving the total amount of five million, five hundred thousand dollars ($5,500,000.) is three million, seven hundred and forty thousand dollars ($3,740,000.) and the expected MTO subsidy is one million, seven hundred and sixty thousand dollars ($1,760,000.).

...../2

BACKGROUND:

Section 8 of the Fourth Report of the Finance and Administration Committee adopted by Council on 1992 January 28 makes reference to the Transport and Environment Committee Meeting of 1992 January 06. The following resolution was approved by Council:

a) That the 1992 Streetlight Construction Programme, being part of 1992 Road and Sidewalk Reconstruction Programme, be approved and the Public Works Department be authorized to spend up to two hundred and three thousand dollars ($203,000.), and this amount be financed from the 1992 capital levy; and,

b) That the 1992 Road and Sidewalk Reconstruction Programme be approved and the Regional Engineering Department be authorized to spend up to two million, seven hundred and sixty-one thousand dollars ($2,761,000.) and this amount be financed from the 1992 Capital Levy.

The amount intended for pre-approval was five million, five hundred thousand dollars ($5,500,000.) to take advantage of the lower tendering costs.

RPM:bk

cc: I. R. Hammel, Acting City Treasurer
Treasury Department
ATTN: N. Adhya, Manager of Budgets

J. D. Thompson, Secretary
Finance and Administration Committee

E. M. Gill, Senior Director
Roads Department

2(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 January 29

REPORT TO: Mr. Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Part-time Turn Prohibition, James Mountain Road to Markland Street. [TEC-26-92]

RECOMMENDATION:

a) That the Regional Council be requested to rescind the present prohibition of northbound left turns 7:00 a.m. to 9:00 a.m. Monday to Friday from James Mountain Road to Markland Street; and

b) That a one year trial road closure of Markland Street immediately west of Bay Street be advertised.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds will be available in the 1992 budget for installing and removing the required temporary barrier and signs. Should the road closure become permanent, additional funds would be required in the 1993 current budget for a permanent closure, landscaping and the possible construction of a turn-around area.

BACKGROUND:

A. *Origin*

Regional Council, on 1991 September 17, supported a Transport and Environment Committee recommendation that northbound left turns be prohibited from James Mountain Road to Markland Street, 7:00 a.m. to 9:00 a.m. on weekdays. At the 1992 January 14 Council meeting, Alderman Ross requested a staff review of this item.

The intended purpose of the turn prohibition was to reduce the use of Markland Street by through traffic. By banning left turns, a large proportion of the traffic using Markland during the weekday morning rush hour period has been eliminated. The ban has not addressed the issue of through traffic in the neighbourhood during other time periods. The ban has also had significant impact on escarpment crossing travel patterns and travel in the area of St. Joseph's Hospital.

B. *Advantages*

The turn prohibition has reduced the volume of traffic on Markland Avenue during the period 7:00 a.m. to 9:00 a.m. on weekdays by approximately 700 vehicles daily, in the area east of Bay Street.

C. *Disadvantages*

C.1 Escarpment Crossing Capacity

There are a limited number of roadway lanes crossing the escarpment. The overall system is approaching its maximum ability to carry traffic during peak periods.

The capacity of James Mountain Road to process northbound traffic is controlled by the ability of traffic to exit onto either Markland Avenue or on to St. Joseph's Drive. In the peak hour of the morning rush hour (8:00 a.m. to 9:00 a.m.) approximately 400 vehicles were turning left onto Markland Avenue before the prohibition. Following the implementation of the prohibition, St. Joseph's Drive and the route around the hospital absorbed approximately 200 of the 400 vehicles and is now essentially full and without future growth potential. The other 200 vehicles were forced to use alternate routes such as Beckett's Drive.

Examples of the effect on the public have included:

- Severe congestion and peak delays of 15 minutes or more on James Mountain Road when the turn prohibition was first implemented.

- Initial total disobedience, with over 430 police warnings and over 200 summonses issued, despite clear signing both at the intersection and in advance on the mountain.

- Continuing disobedience of the turn prohibition, whenever police enforcement is not present. The latest count found 27 illegal turns on one morning.

- One of the strongest public responses to any traffic issue ever received by the Traffic Department with over 100 complaints.

- Compliants that northbound Beckett's Drive at Aberdeen is even more congested than usual, despite recent traffic signal timing improvements.

The overall effect is that the escarpment crossings in the area of the downtown core are now capable of processing approximately 400 fewer vehicles than in the morning rush hour than before the turn prohibition. This is a limiting factor for access to the downtown core and is strategically inappropriate in view of the fixed capacity for mountain access in the west end of the City.

C.2 More Circuitous Travel

As indicated in paragraph C.1, a number of commuters are taking alternate routes to work. The ultimate destination of many of those commuters was within the Durand Neighbourhood, many of them in the area of St. Joseph's Hospital. Those commuters are now required to take longer and more circuitous routes. The longer trips and increased congestion may lead to an increased number of motor vehicle collisions as well.

C.3 Through Traffic Not Addressed for the Whole Day or Entire Week

The turn prohibition only addresses the issue of through traffic during a two hour period five days a week. The original proposal, to close Markland Street west of Bay Street would have reduced through traffic 24 hours a day, 7 days a week. While much of the traffic on Markland Street is destined for points within the Durand Neighbourhood, the closure would eliminate approximately 40 percent of the through traffic travelling on Markland Street, east of Bay Street, and 100 percent of the through traffic west of Bay Street.

D. *Recommended Road Closure*

The closure of Markland Street immediately west of Bay Street was previously the subject of circularization of the neighbourhood by mail and of a public meeting. The response from the mail survey was limited. Opinions expressed in the mail survey were mixed, with approximately 50 percent being in favour of the closure. At a neighbourhood public meeting held on 1990 November 14 comments were received in a ratio of about 5 to 1 in favour of the closure.

Overall, the number of daily trips on Markland Street, east of Bay Street, eliminated by the closure is expected to be similar to the number of trips eliminated by the present turn prohibition. However, the reduction would occur during all time periods.

Therefore it is recommended that the closure originally recommended proceed on a trial basis. The first step is the required public advertisement of the concept. A report would then be prepared for the Transport and Environment Committee. If approved, a closure would be implemented with temporary barricades for approximately one year to evaluate the effects. In order to properly implement the closure the one block portion of Markland between Bay and Caroline would have to be designated as a two-way street. If the experiment is successful, a permanent installation, with landscaping and potentially a turn-around, would be proposed.

2(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 January 16

REPORT TO: Mr. Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Pedestrian Safety Advisory Sub-Committee of the Transport and Environment Committee. (TEC-274-91)

RECOMMENDATION:

(a) That, in accordance with the City Council directive of 1991 October 29, a Pedestrian Advisory Sub-Committee of the Transport and Environment Committee be established and operated in accordance with the Terms of Reference appended hereto; and

(b) That the Pedestrian Safety Advisory Sub-Committee include the following members:

- Chairman and one member of the Transport and Environment Committee; and
- one representative of the Hamilton Automobile Club; and
- one staff representative of the Board of Education for the City of Hamilton; and
- one staff representative of the Hamilton-Wentworth Roman Catholic Separate School Board; and
- one representative of the Hamilton Safety Council; and
- one representative of the Council on Road Trauma; and
- two citizen members at large; and
- staff (non-voting members) of the Traffic, Regional Engineering and Regional Police Departments

(c) That a staff member of the Traffic Department be the secretary of the Sub-Committee.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The establishment of the Sub-Committee will have an impact on staff resources in the City Traffic, Regional Engineering and Police Departments.

BACKGROUND:

At the direction of the Transport and Environment Committee, a public meeting was held on 1991 April 22 to receive public submissions on the subject of pedestrian safety. The Traffic Department was subsequently directed to review and to report on the verbal comments and written briefs from the public meeting. As a result, the Committee and subsequently the City Council on 1991 October 29, approved the following motions:

(a) That approval be given in principle to the formation of an Advisory Sub-Committee to deal with issues regarding pedestrian safety within Hamilton; and

(b) That the terms of reference and composition of such a Sub-Committee be drafted by staff for approval by the Transport and Environment Committee; and

(c) That the Regional Staff be invited to sit on the Pedestrian Safety Advisory Sub-Committee.

On 1991 November 5, the Regional Council approved a motion "that the Region of Hamilton-Wentworth work together with the City of Hamilton on the Pedestrian Safety Advisory Sub-Committee".

The terms of reference for this sub-committee should be to deal only with policy issues regarding pedestrian safety on City streets and Regional roads in Hamilton, but not site specific locations. Attached to this report are the recommended Terms of Reference. The Traffic Department has considered the various interest groups and organizations which should be represented on this sub-committee and suggests representation from those groups/organizations listed in the detailed recommendation. Also, in accordance with the City Clerk's policy of having the appropriate department perform secretarial duties for sub-committees, the Traffic Department will appoint a staff member to be the secretary.

PEDESTRIAN SAFETY ADVISORY SUB-COMMITTEE

TERMS OF REFERENCE

1. The Sub-Committee shall be called "The Pedestrian Safety Advisory Sub-Committee".

2. The Sub-Committee shall meet at the call of the Chairperson.

3. The mandate of the Sub-Committee shall be to report to the Transport and Environment Committee respecting policies specifically related to pedestrian safety in the City of Hamilton.

4. The Sub-Committee shall concern itself with City-wide policy matters, and not with issues related only to specific sites or local areas.

5. The Sub-Committee may use various means to obtain information and to formulate recommendations including but not limited to the following:

   - Utilize collision records to determine the nature and extent of pedestrian safety problems.

   - Seek statistics, information and reports from other governmental jurisdictions and other agencies and organizations respecting pedestrian safety problems and countermeasures.

   - Conduct public opinion surveys and polls.

6. Proposals/requests which will involve a large expenditure of staff time and resources shall only be proceeded with upon approval of the Transport and Environment Committee.

3.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 January 28

REPORT TO: Mr. K. Christenson
Secretary, Transport and Environment Committee

FROM: Mr. D. Lobo
Acting Director

SUBJECT: Noise Control Officer (PW92.0511.00)

RECOMMENDATION:

(a) That the City of Hamilton assume the responsibilities for the Noise Control Officer and;

(b) That the Noise Control Officer be incorporated into the Public Works Department by reporting to the Manager of Streets and Sanitation as outlined in the attached organization chart.

D. LOBO, ACTING DIRECTOR
DEPARTMENT OF PUBLIC WORKS

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There will be no cost to either the City of Hamilton or the Region of Hamilton-Wentworth. There will be a transfer of base from the Region's Engineering budget to the City's Public Works budget.

BACKGROUND:

As part of the reorganization of the Engineering Department and a streamlining of the responsibilities in that department, the Region has requested that the City consider the possibility of assuming the responsibilities for the enforcement of the City's Noise Control By-Law which implies having the Noise Control Officer as a City Employee.

Under minimal supervision, this position is responsible for the enforcement of the City of Hamilton Noise Control By-Law. Attached is a job description for the position outlining the general duties and the qualifications for the position.

As this position is responsible for the enforcement of the City's Noise Control By-Law, there is very good rational that:

1. this position be a City position and;

2. this position report through to the Transport and Environment Committee - the City's Committee responsible for noise.

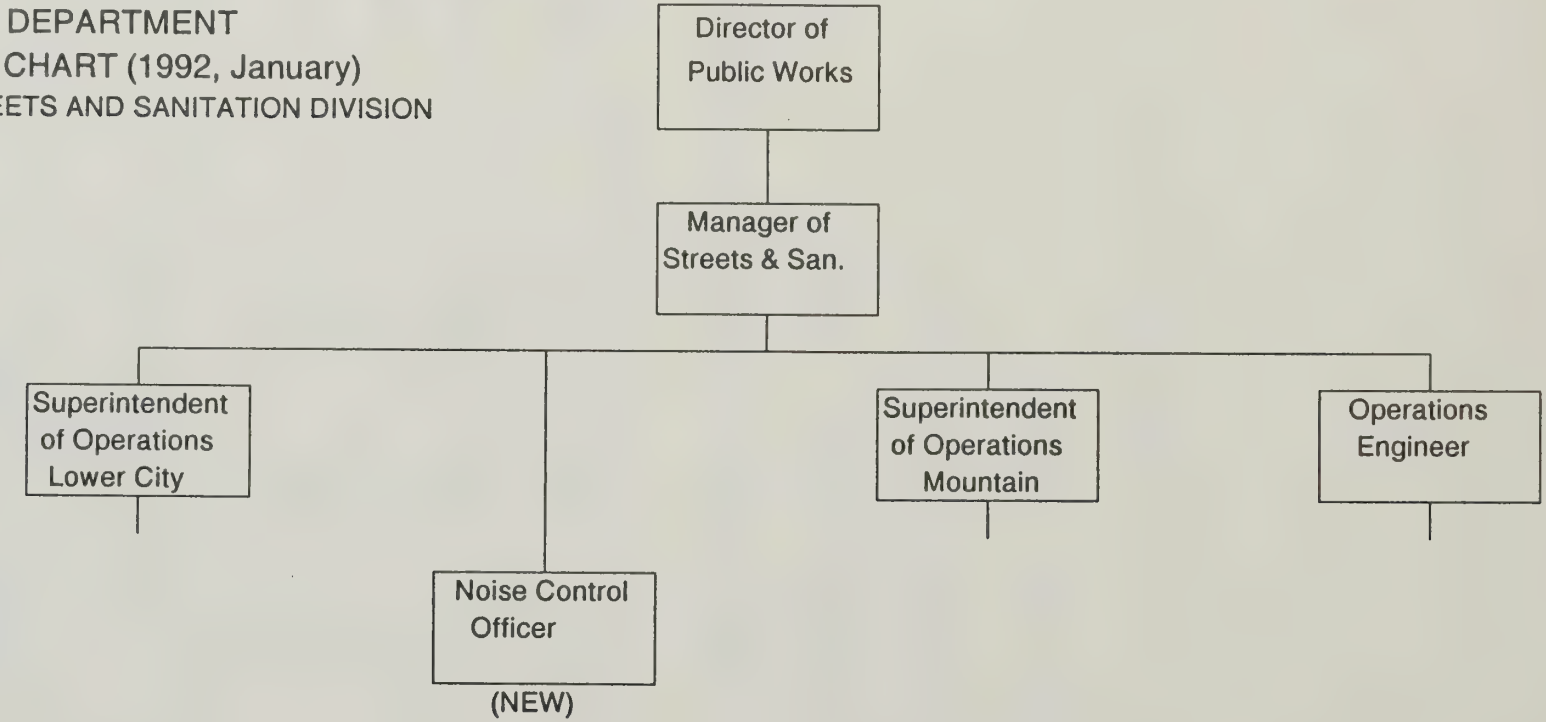
Attached is an organization chart outlining that the Noise Control Officer would report to the Manager of Streets and Sanitation.

Presently, the activities and the funding in the Regional current budgets are attached.

JGP/jdh
Attach.

c.c. Mr. D. Farquhar, Manager of Administration
Mr. John Johnston, Commissioner of Human Resources
Mr. L. D. Turvey, Commissioner of Envionmental Services and Roads

PUBLIC WORKS DEPARTMENT
ORGANIZATION CHART (1992, January)
PROPOSED – STREETS AND SANITATION DIVISION



01/14/92
11:07 AM

ACTIVITY COST SUMMARY

PROGRAM : NOISE POLLUTION CONTROL
ACTIVITY : ADMINISTRATION

ACCOUNT NUMBER	DESCRIPTION	1991 BUDGET	1991 PROBABLE ACTUAL	1992 EXISTING	1992 CHANGE	1992 PROPOSED BUDGET	% INCREASE EXISTING
409100	EXPENDITURES						
51001	Salaries	40,860	40,860	43,000	0	43,000	5.24%
51601	Overtime	15,000	15,000	13,650	0	13,650	-9.00%
51801	Employee Benefits	7,350	7,350	8,000	0	8,000	8.84%
53901	Supplies	3,200	3,200	3,200	0	3,200	0.00%
55001	Rental – Car Pool	7,300	7,300	7,700	0	7,700	5.48%
56010	Telephone	1,500	1,500	2,000	0	2,000	33.33%
58620	C.A. – Airport	11,800	11,800	12,500	0	12,500	5.93%
58636	C.A. – Postage & Printing	300	300	300	0	300	0.00%
58690	C.A. – W.C.B.	720	720	750	0	750	4.17%
	TOTAL EXPENDITURES	88,030	88,030	91,100	0	91,100	3.49%
409100	REVENUES						
48901	Miscellaneous	11,930	11,930	15,000	0	15,000	25.73%
44036	Hamilton Noise Control Bylaw (City of Hamilton Recovery)	76,100	76,100	76,100	0	76,100	0.00%
	TOTAL REVENUES	88,030	88,030	91,100	0	91,100	3.49%
		0	0	0	0	0	N/A

THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

POSITION DESCRIPTION

POSITION: NOISE CONTROL OFFICER

SUMMARY OF DUTIES

Under minimal supervision, is responsible for the enforcement of the City of Hamilton Noise Control By-law.

GENERAL DUTIES

Responsible for the enforcement of all aspects of the City of Hamilton Noise Control By-law including:

Working with the public, with tact and an unbiased attitude, in investigating noise complaints.

Interpreting the By-laws regulations as well as instrument readings and calculations, in relation to noise complaints regarding the enforcement of the By-law.

Conducting tests for the preparation of noise survey maps and contour maps for reference and other uses in enforcing the By-law.

Writing of required reports of possibly a daily nature or in relation to court presentations, or other instances.

Advising individuals and/or companies of violations of the By-law by them and informing or suggesting to them means to rectify the problem.

Presenting evidence in court, in a clear and logical manner, concerning enforcement of the By-law when required.

Attending public meetings, either during the day or evening, to inform the public of the Noise Contril By-law concerning its regulations, control, solution of noise problems, and various other aspects.

NOISE CONTROL OFFICER, cont'd

QUALIFICATIONS

One year or more in a recognized University or approved equivalent.

or

Graduation from a two year course, heavily oriented with mathematics and physics, from a Community College.

Two to five years practical working experience after the required education.

Must be able to obtain a Certificate of Competency in Environmental Acoustics Technology from the Ministry of the Environment.

Ability to write concise, logical reports is required.

Ability to relate well with the public in daily situations as well as communicating at public meetings.

Physically capable of performing required duties.

Available for emergency situations and other late hour noise complaints requiring investigation.

Must have a valid Class "G" License.

Joe Pavelka

4.14

REGION OF HAMILTON-WENTWORTH

- RECOMMENDATION -

DATE: 1991 November 29

REPORT TO: Chairman and Members
Environmental Services Committee
Transportation Services Committee

FROM: L. D. Turvey, P.Eng.
Commissioner of Transportation/Environmental Services

SUBJECT: ORGANIZATION STRUCTURE - TRANSPORTATION AND ENVIRONMENTAL SERVICES GROUP
TRA 91-085

RECOMMENDATION:

a) That the organization of the Public Transit, Roads and Environmental Services and Engineering Departments and position designations be endorsed and forwarded to the Administrative Services Committee for approval.

b) That the appointment of Mr. James Halliday as Senior Director, Environmental Services be approved.

c) That the Commissioner of Transportation/Environmental Services be authorized to proceed with the leasing of an additional 9,500 s.f. of office space in the Central Area.

d) That the City of Hamilton be requested to consider assuming the responsibilities for the enforcement of the City's Noise Control By-Law.

L. D. Turvey, P.Eng.

STAFFING/FINANCIAL IMPLICATIONS:

The proposed reorganization will have a minimal effect on the present staff of 1,441 employees. The proposal has retained most of the present divisions intact.

The proposal recommends a net increase of four (4) positions to a total of 1,445 employees. However, this increase has not been created by reorganization but rather by providing an appropriate response to resource deficiencies identified during the comprehensive audit endorsed by Regional Council in November, 1989.

The reorganization can be implemented without impacting the annual budget. The cost of the additional positions would be offset through elimination of some senior positions and through the reduction of overtime costs.

4(a)

CORPORATION OF THE CITY OF HAMILTON

MEMORANDUM

****

TO: K. Christenson, Secretary
Transportation & Environment
Committee

YOUR FILE:

FROM: J. J. Schatz
City Clerk

OUR FILE:
PHONE: 546-2727

SUBJECT: **S. McNALLY & SONS LIMITED -V-
HER MAJESTY THE QUEEN**

DATE: 1992 January 15

Attached please find a copy of a letter dated November 19, 1991 from The Hamilton Harbour Commissioners respecting the above noted, which City Council at its meeting held January 14, 1992 referred to the Transport and Environment Committee.

att.

cc: D. Turvey, Commissioner of Transportation\Environment Services
D. Lobo, Acting Director of Public Works
P. Noe-Johnson, City Solicitor
V. Abraham, Director of Local Planning
R. Hammel, Acting City Treasurer

605 James St. N.
Hamilton, Ontario, Canada
L8L 1K1

Hamilton 525-4330
Toronto 1-800-263-2131
Telex 061-8638

Fax Numbers
Administration 528-6282
Terminal 525-7258

The Hamilton Harbour Commissioners

November 19, 1991

RECEIVED
NOV 20 1991
CITY CLERKS

Public Works Canada,
Commercial Harbours,
Ontario Region,
4900 Yonge Street,
WILLOWDALE, Ontario
M2N 6A6.

Attention: Peter J. Does, P. Eng.
Project Manager,
Toronto/Muskoka Region.

Dear Sir,

RE: S. MCNALLY & SONS LIMITED -V- HER MAJESTY THE QUEEN,
COURT FILE NO. T-970-91

Further to the August 1, 1991, meeting held at The Hamilton Harbour Commissioners' offices respecting the above noted matter, you will recall that the representatives of the five (5) original funding partners agreed to approach their respective principals with requests for proportionate contributions towards the establishment of a $150,000.00 defence fund.

These requests were formalized by letters dated August 13, 1991 (copy attached) signed by The Hamilton Harbour Commissioners on behalf of Public Works Canada. The status of these requests to the funding partners is as follows:

1. The Hamilton Harbour Commissioners, by resolution dated August 20, 1991, have agreed to contribute $16,666.00 to the defence fund. This amount is in direct proption to the Commissioners' contribution to the original clean-up fund;

2. The Ministry of the Environment and Environment Canada have failed to respond; and

3. The Regional Municipality of Hamilton-Wentworth and The Corporation of the City of Hamilton have refused to bring this matter to committee (City or Regional), as noted in Mr. P. Campea's November 12, 1991 letter addressed to the Commissioners.

In light of the above and the previous wind-up of the project trust, the Commissioners are at a loss as to how to proceed further. Consequently, the Commissioners are of the opinion that future requests to the four remaining funding partners for pro rata contribtions to the defence fund should come directly from Public Works Canada.

Cont'd....

We trust that you will be in agreement with this suggested course of action.

Yours truly,
THE HAMILTON HARBOUR COMMISSIONERS

R. A. EDWARDS, P. ENG.
PORT ENGINEER

RAE:ah\RSS.18\RAE

c.c. Mr. Keith Avery,
City Clerk,
Corporation of the City of Hamilton
City Hall,
71 Main Street West,
Hamilton, Ontario
L8N 3T4.

- and to -

Mr. R. C. Prowse,
Regional Clerk,
The Regional Municipality of Hamilton-Wentworth,
119 King Street West,
Box 910,
Hamilton, Ontario
L8N 3V9.

- and to -

Mr. Simon Llewellyn,
Manager, Program Co-ordination,
Ontario Region,
Environment Canada
25 St. Clair Avenue East,
7th Floor,
Toronto, Ontario
M4T 1M2.

- and to -

Mr. Ray Stewart,
Ministry of the Environment,
Ellen Fairclough Building,
119 King Street West,
Box 2112, 12th Floor,
Hamilton, Ontario
L8N 3Z9.

CORPORATION OF THE CITY OF HAMILTON

MEMORANDUM

NOV 27 1991

****

TO: Mr. D. Turvey, Commissioner of Transportation\Environmental Services
Mr. J. Pavelka, Director of Public Works
Ms. P. Noe-Johnson, City Solicitor
Mr. A. Georgieff, Director of Planning
Mr. E. Matthews, City Treasurer
Miss. T. Agnello, Secretary, Transport and Environment Committee

FROM: Mr. J. J. Schatz
Deputy City Clerk

OUR FILE:
PHONE: 546-2727

SUBJECT: HARBOUR CLEAN UP
S. MCNALLY AND SONS LIMITED -V- HER MAJESTY THE QUEEN, COURT FILE NO. T-970-91

DATE: 1991 November 25

Attached for your information, please find a copy of a letter dated November 19, 1991 from R. A. Edwards, Port Engineer, Hamilton Harbour Commissioners to Public Works Canada respecting the above which is self-explanatory.

For your information, this correspondence will be presented to City Council at its next regular meeting along with a recommendation that it be referred to the Transport and Environment Committee.

att.

Held to next meeting
For report from J. Pavelka
1992 Jan 14.

605 James St. N.
Hamilton, Ontario, Canada
L8L 1K1

Hamilton 525-4330
Toronto 1-800-263-2131
Telex 061-8638

Fax Numbers
Administration 528-6282
Terminal 525-7258

The Hamilton Harbour Commissioners

November 19, 1991

RECEIVED
NOV 20 1991
CITY CLERKS

Public Works Canada,
Commercial Harbours,
Ontario Region,
4900 Yonge Street,
WILLOWDALE, Ontario
M2N 6A6.

Attention: Peter J. Does, P. Eng.
Project Manager,
Toronto/Muskoka Region.

Dear Sir,

RE: S. MCNALLY & SONS LIMITED -V- HER MAJESTY THE QUEEN,
COURT FILE NO. T-970-91

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Cont'd....

We trust that you will be in agreement with this suggested course of action.

Yours truly,
THE HAMILTON HARBOUR COMMISSIONERS

R. A. EDWARDS, P. ENG.
PORT ENGINEER

RAE:ah\RSS.18\RAE

c.c. Mr. Keith Avery,
City Clerk,
Corporation of the City of Hamilton
City Hall,
71 Main Street West,
Hamilton, Ontario
L8N 3T4.

- and to -

Mr. R. C. Prowse,
Regional Clerk,
The Regional Municipality of Hamilton-Wentworth,
119 King Street West,
Box 910,
Hamilton, Ontario
L8N 3V9.

- and to -

Mr. Simon Llewellyn,
Manager, Program Co-ordination,
Ontario Region,
Environment Canada
25 St. Clair Avenue East,
7th Floor,
Toronto, Ontario
M4T 1M2.

- and to -

Mr. Ray Stewart,
Ministry of the Environment,
Ellen Fairclough Building,
119 King Street West,
Box 2112, 12th Floor,
Hamilton, Ontario
L8N 3Z9.

4(b)

CORPORATION OF THE CITY OF HAMILTC

MEMORANDUM

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TO: K. Christenson, Secretary
Transportation & Environment
Committee

YOUR FILE:

FROM: J. J. Schatz
City Clerk

OUR FILE:
PHONE: 546-2727

SUBJECT: **RESOLUTION**
TOWNSHIP OF LIMERICK

DATE: 1992 January 15

Attached please find a copy of a resolution dated October 18, 1991 from the Township of Limerick respecting the Environment Protection Act, Part VII, Sewage Systems which City Council at its meeting held January 14, 1992 referred to the Transport and Environment Committee.

att.

TOWNSHIP OF LIMERICK
CLERK-TREASURER

R.R.2, GILMOUR, ONTARIO K0L 1W0
PHONE (613)474-2863
10:00 A.M. TO 4:00 P.M.

OFFICE OF THE CLERK,
MUNICIPAL GARAGE
ST. OLA ROAD

RECEIVED
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CITY CLERKS

October 21st, 1991

TO: ALL MUNICIPALITIES IN THE PROVINCE OF ONTARIO
THE HONOURABLE RUTH GRIER, MINISTER OF THE ENVIRONMENT
THE ASSOCIATION OF MUNICIPALITIES OF ONTARIO

Dear Sir/Madam,

The Council of the Corporation of the Township of Limerick passed the following resolution in open council, October 18th, 1991.

MOTION NO. 261 - ALLAN HILL - RETA EVANS

RE: ENVIRONMENTAL PROTECTION ACT, PART VII, SEWAGE SYSTEMS

WHEREAS lakes and rivers are one of our most precious resources in Ontario,

WHEREAS many municipalities are concerned with the high pollution levels contributed by inadequate setbacks and outdated sewage systems,

WHEREAS the Ministry of Environment "grandfathered" sewage disposal systems in 1974, (17 years past) to allow existing sewage systems to remain in operation without a Certificate of Approval,

WHEREAS this policy limits municipalities in objecting to known cases of grossly inadequate systems that are possibly polluting lakes and altering the water quality,

NOW THEREFORE the Council of the Corporation of the Township of Limerick urges the Ministry of Environment to amend the Environmental Protection Act, Part VII, Section 67(1) to include some measure of inspection, and correction if necessary, of those systems that were installed before the 15th day of April, 1974,

AND THAT this motion be circulated to all municipalities in the Province of Ontario for their endorsement and distribution to the Ministry of Environment and to the Association of Municipalities of Ontario. CARRIED

The Council of the Township of Limerick requests and encourages your Council to adopt this resolution and would appreciate your feedback.

Yours very truly,

Jane E. Sopha, A.M.C.T.(A)
Clerk-Treasurer
Township of Limerick

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